

WE SEE ARCHITECTURE AS  
A QUIET BUT POWERFUL  
MIX OF COLLABORATION  
AND CRAFT.

LET'S GET INTO IT.

## DESIGN INTEGRITY REPORT

LOCATION

849-859 Pacific Highway  
2-8 Wilson Street  
Chatswood

DATE

16 October 2024

CLIENT

BB Wilson Property  
Pty Ltd

NOMINATED ARCHITECT

Paul Buljevic  
No. 7768



PBD Architects respectfully acknowledges the Traditional Custodians of the lands on which we live, work and learn.

We pay respect to Elders, past, present and emerging.

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# 01. INTRODUCTION



This report has been prepared to support an affordable housing integration into a mixed-use development at 849-859 Pacific Highway, 2-8 Wilson Street Chatswood.

The project comprises a 36-storey building, which includes ground floor retail and a commercial podium with residential apartments above.

A development application (DA2024/47) was lodged to Willoughby City Council on December 2023 with below summary:

- 28-storey
- 4,380 m<sup>2</sup> retail and commercial space
- 227 residential apartments
- 24 live/work units
- 25,763.8 m<sup>2</sup> GFA (6:1 FSR)
- 169 car parking spaces over 4 storey basement
- 1,074 m<sup>2</sup> of communal open space
- 1872 m<sup>2</sup> of landscaped area

30% additional bonus

<b>Permissible FSR</b>	<b>6:1 → 7.8:1</b>
<b>Permissible height</b>	<b>90m → 117m</b>

## PROPOSAL

Construction of a mixed-use development comprising:

- 36 storey
- 4,380 m<sup>2</sup> retail and commercial space
- 308 residential apartments
- 24 Live/work units
- 33,493 m<sup>2</sup> GFA (7.8:1 FSR)
- 5,879 m<sup>2</sup> of affordable housing GFA (71 units)
- 1,074 m<sup>2</sup> of communal open space
- 1872 m<sup>2</sup> of landscaped area
- 336 parking bays over 6 storey basement

# 02. SITE & CONTEXT ANALYSIS

## 02.1 CONTEXT ANALYSIS

/

Located at the northern end of Chatswood CBD/ Gateway, the site presents an exciting opportunity to create a civic place that positively contributes to the surrounding context, enhances the overall urban experience that promotes community engagement and cultural activities.

The site is uniquely positioned, bounded by two arterial spines—the Pacific Highway and the Railway corridor (North Shore & Western Line, Northern Line and Metro North-West line). It enjoys high visibility with three street frontages.

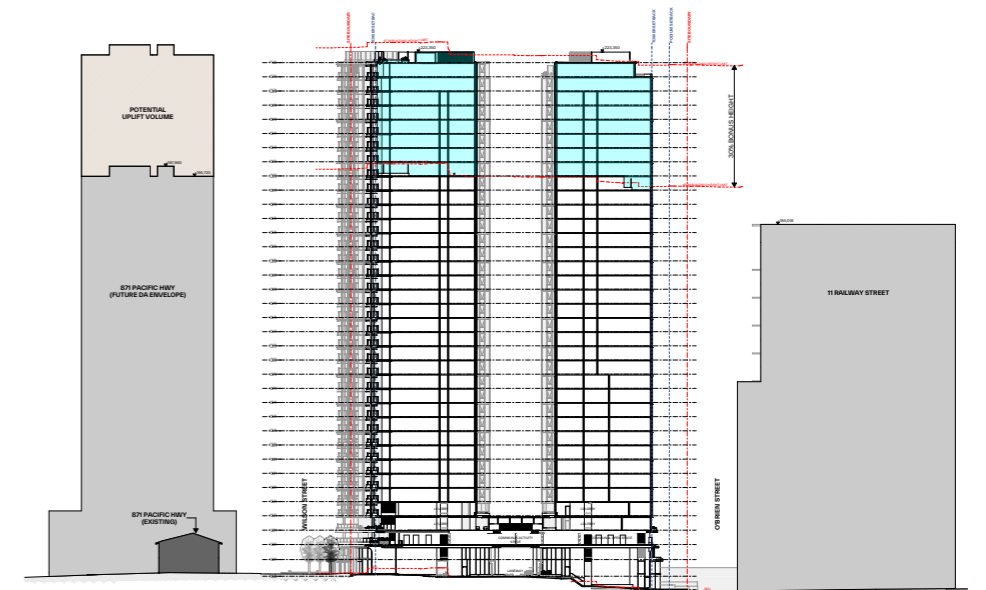
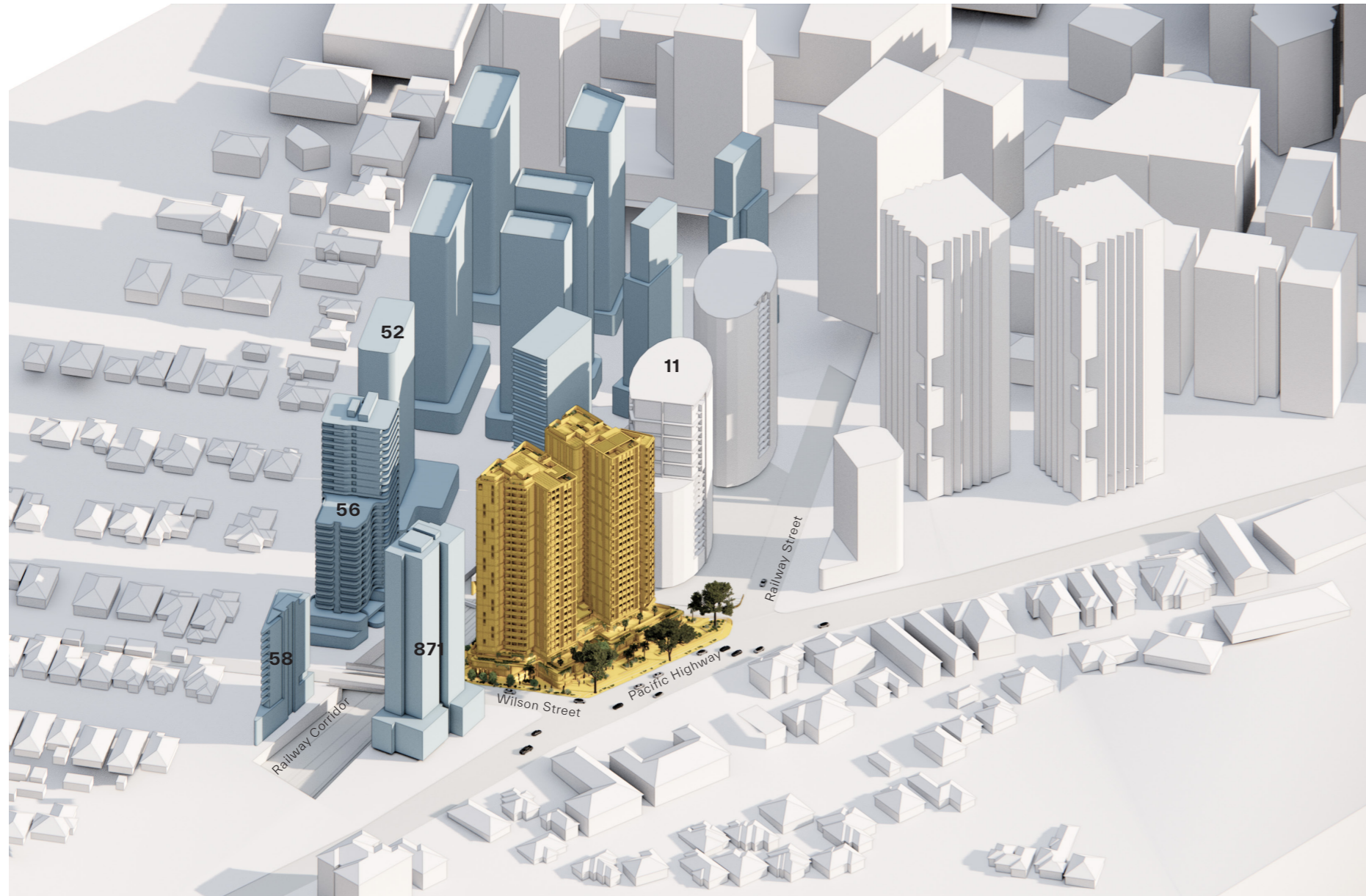
The site is in the vicinity of heritage items and in the vicinity of the North Chatswood Heritage Conservation Area.

Opposite to north of the site is 871-877 Pacific Highway which has received consent for a new 27 storey mixed use building with commercial podium and residential tower above. To south of the site is 11 Railway Street, a 24 storey mixed use residential development. Further east from the railway corridor is medium density housing extending through the CBD, and further west from the Pacific Highway is also medium density housing.

The site is approximately 550m from Chatswood train and Metro Station. The site is located along Pacific Highway which is a State classified road, and a major traffic corridor. The site connects to gentle gradient footpaths on the surrounding street network and safe road crossings.



## 02.2 FUTURE CHARACTER



Consistent with the Chatswood CBD strategy, the immediate surrounding will undergo significant redevelopment to facilitate future commercial and residential growth in the area.



871-877 Pacific Hwy | 845 Pacific Hwy | 629-637 Pacific Hwy | 58 Anderson Street | 54-56 Anderson Street | 44-52 Anderson Street

## 02.3 THE SITE

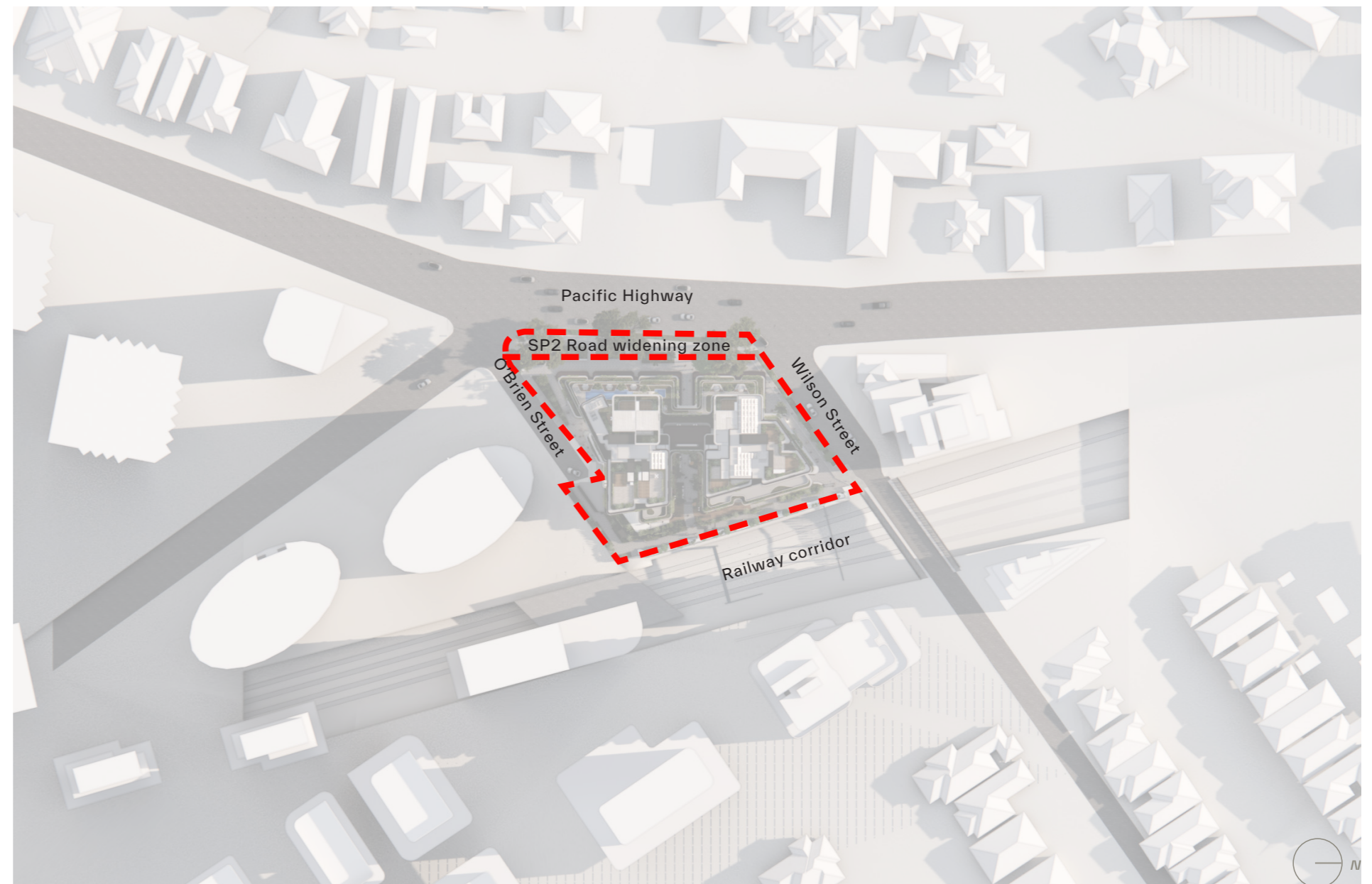
The site is located at 849-859 Pacific Highway and 2-8 Wilson Street, within the suburb of Chatswood in the Willoughby Local Government Area. It is approximately 6km north of the Sydney CBD within Sydney's Lower North Shore.

The site has an irregular shaped configuration and an area of 4,294m<sup>2</sup> excluding the parcel of land zoned SP2 Infrastructure.

The site is bounded by Wilson Street to north, Pacific Highway to west, O'Brien Street to south and Railway corridor to east.

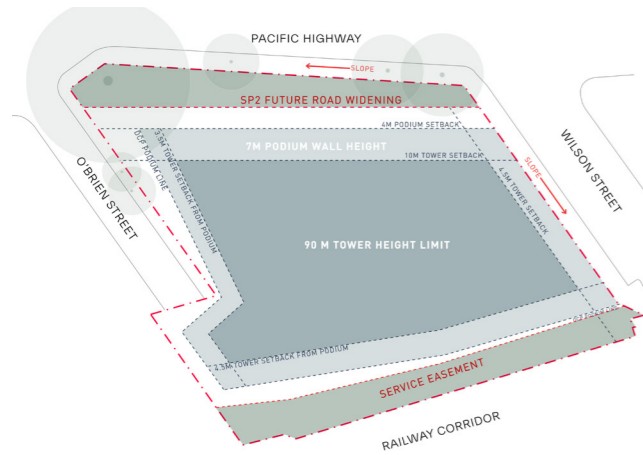
The site is currently occupied with a mixture of 3-5 storey multi-residential buildings and a commercial building at 8 Wilson Street. The site slopes quite significantly from Wilson Street to O'Brien Street by approximately 4m.

- **MU1 Mixed Use**
- **6:1 FSR**  
**7.8:1 FSR (+30% uplift)**
- **90m HOB**  
**117m HOB (+30% uplift height plane)**

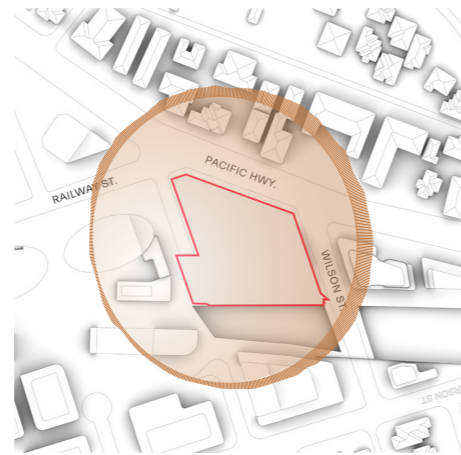


# 02.4 SITE ANALYSIS

Willoughby SSDCP (setbacks and wall height control)



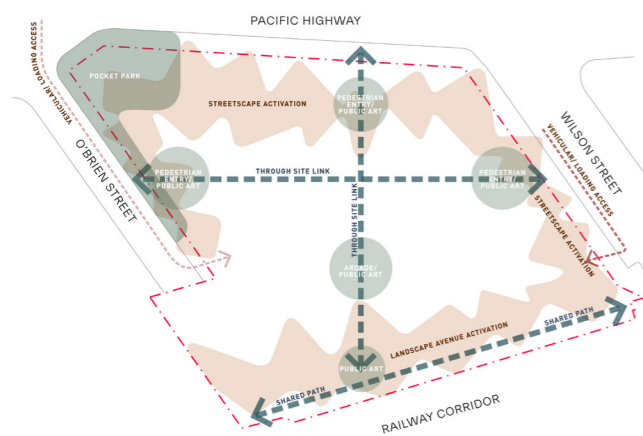
Noise and Air Pollution



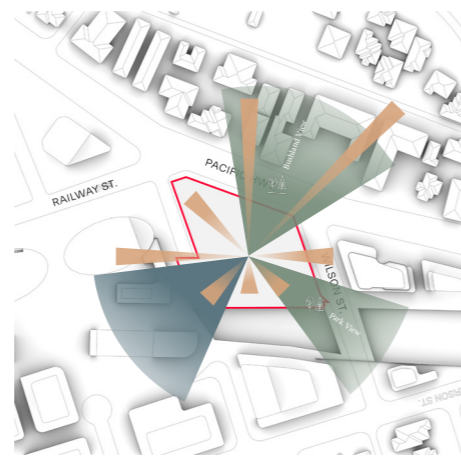
Cumulative Future Impact



Multiple frontages, site-through links



Wind Rose and Views



Solar Access



The site enjoys significant advantages from having multiple street frontages, which enable lively ground floor street activities and the potential for creating thoroughfares across the site. Its position at the edge of the new CBD also presents opportunities for capturing scenic views and incorporating high-end amenities into the proposed development.



# 03. DESIGN PRINCIPLES

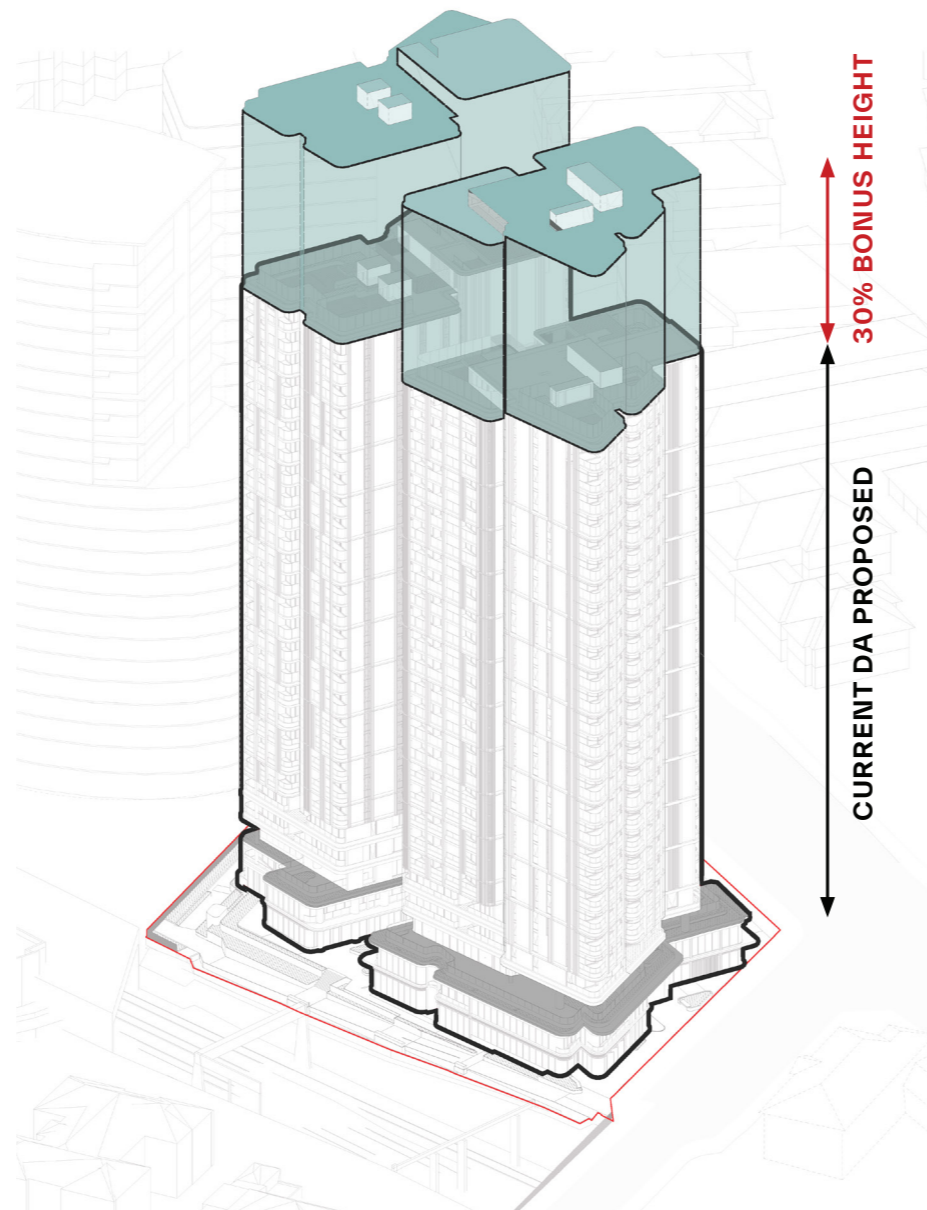
# 03.1 BUILDING FORM

The proposed affordable housing scheme with additional 8 storeys is consistent with the principles of design excellence and maintains the integrity of the refined winning scheme.

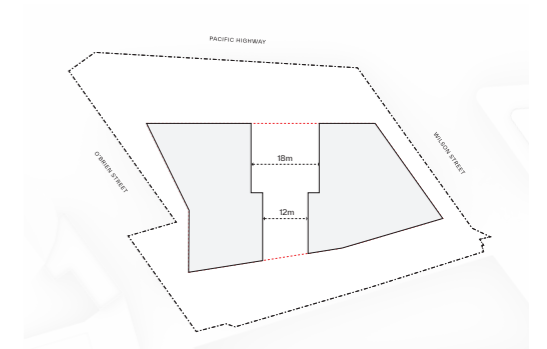
The proposed scheme maintains its cruciform axes to both the podium and the towers as they continue to provide a strong organizing elements and offers clear legible perspectives from multiple frontages.

The crucifix form, which delineates the breakdown of the podium, has been consistently extended to the towers. Given its prominent location, the bulk has been deliberately rotated to address the corner of Pacific Highway and O'Brien Street. Moreover, further reduction to the bulk at the north-west corner has also been introduced to enhance its slender profile. Elements such as building indentations and recessive planes helps to ensure the proportions of each facade contribute to promoting a slender appearance.

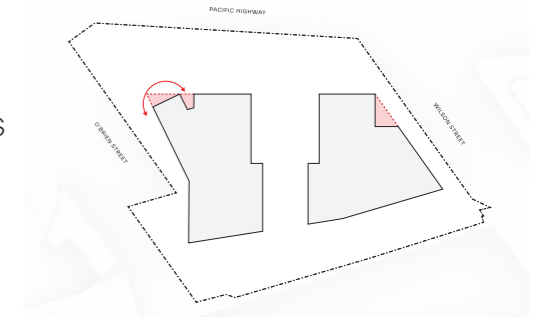
While there is a slight deviation from the SSDCP reference scheme, the proposed design rebalances the tower envelopes and provides an improved frontage to the Pacific Highway.



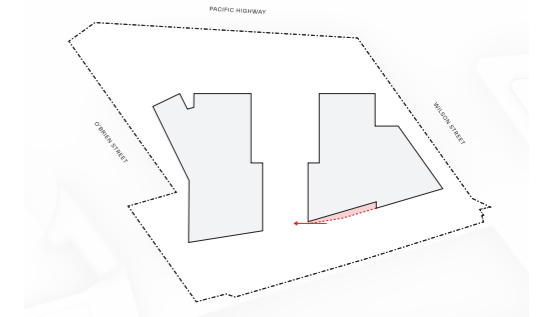
BUILDING SEPARATION



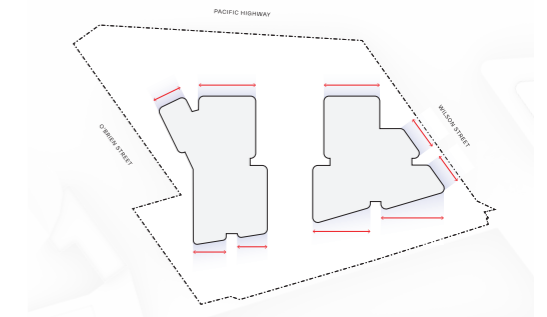
ADDRESSING THE KEY CORNERS



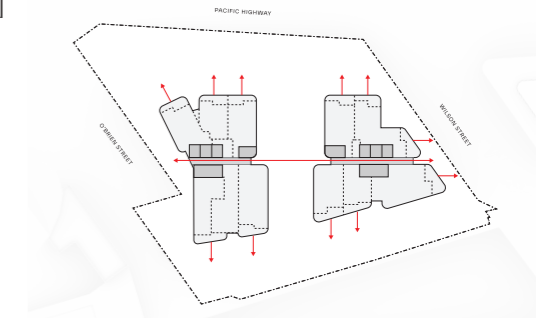
INCREASING NORTHERN ASPECT



SLENDERNESS



ORIENTATION AND CIRCULATION



## 03.2 ARTICULATION

The facades are designed to maximise solar, amenity, views and ventilation while providing a shading strategy in response to the building orientation and environment.

### 1. BUILDING FORM

Bulk reduction and removal to open up more northern aspect to the southern building.

### 2. VERTICAL ARTICULATION

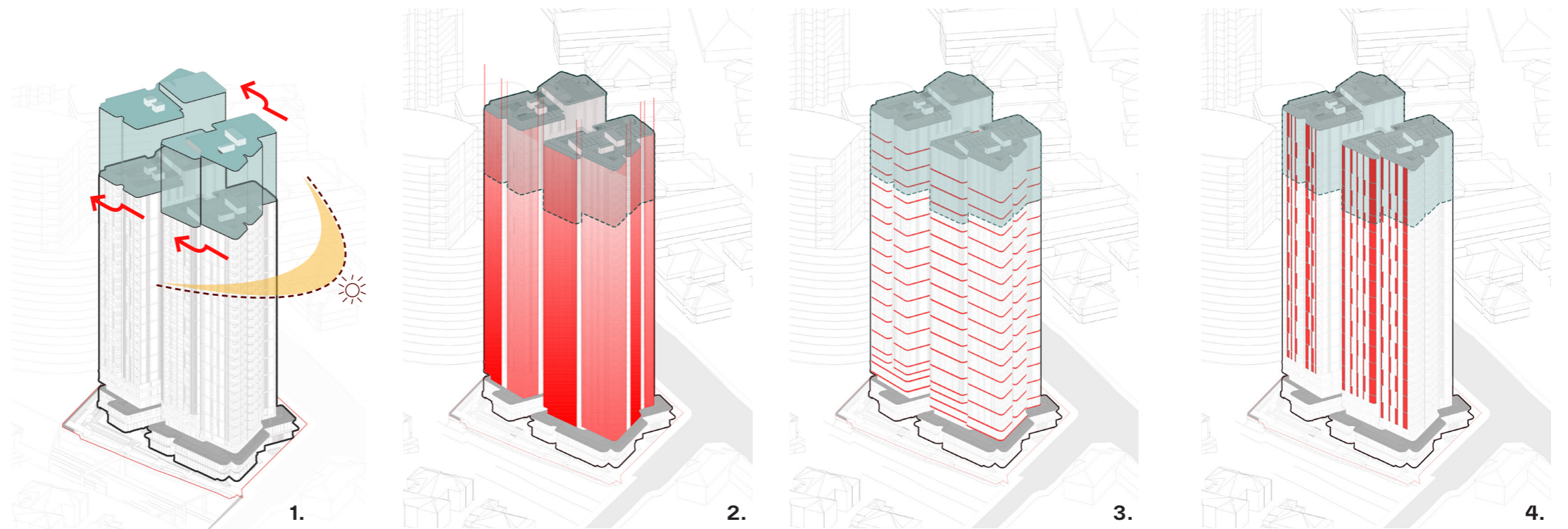
The primary structure is expressed in order to further amplify the verticality that is already established with the massing form.

### 3. DESCALING

The horizontal order for the building promotes scaling transition to the upper levels.

### 4. SOLIDITY

Responding to the site orientation, facade articulation responds with solidity and additional vertical elements in the east and west and lateral expressions on the north.



# 03.3 MATERIALITY



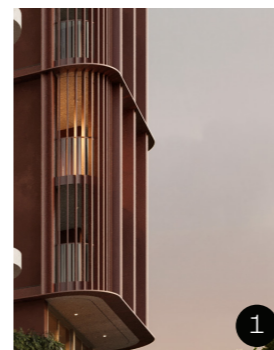
## WESTERN FACADE

Implementing a lighter palette to the western facade to minimise heat absorption. This helps in keeping the interior spaces cooler and minimizing the need for excessive air conditioning or cooling systems.

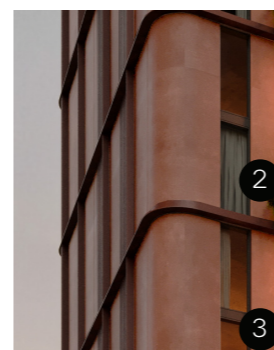


## SOUTH, NORTH AND EAST FACADE

Integrating a darker palette in response to the heritage context on the eastern side of the site. The darker palette is effective in minimizing glare and capturing the morning warmth, contributing to a comfortable environment. Moreover, it creates a visually interesting contrast against the western facade.



Aluminium extrusion/  
plate and vertical battens  
in copper colour



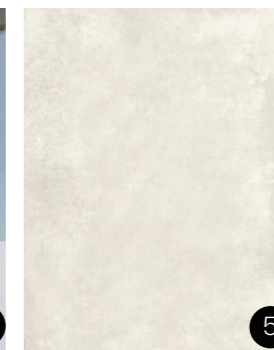
Precast concrete  
Colour burnt copper



Concrete slab with  
aluminium plate in copper  
finish



Off-white aluminium  
vertical battens



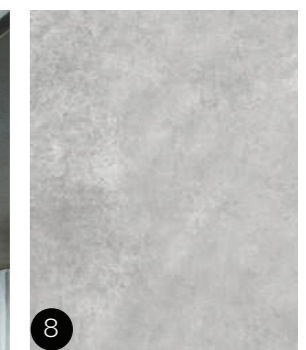
Precast concrete  
Colour off-white (tower)  
Colour sand (podium)



Concrete finished fin  
elements



Concrete slab edge/  
soffit

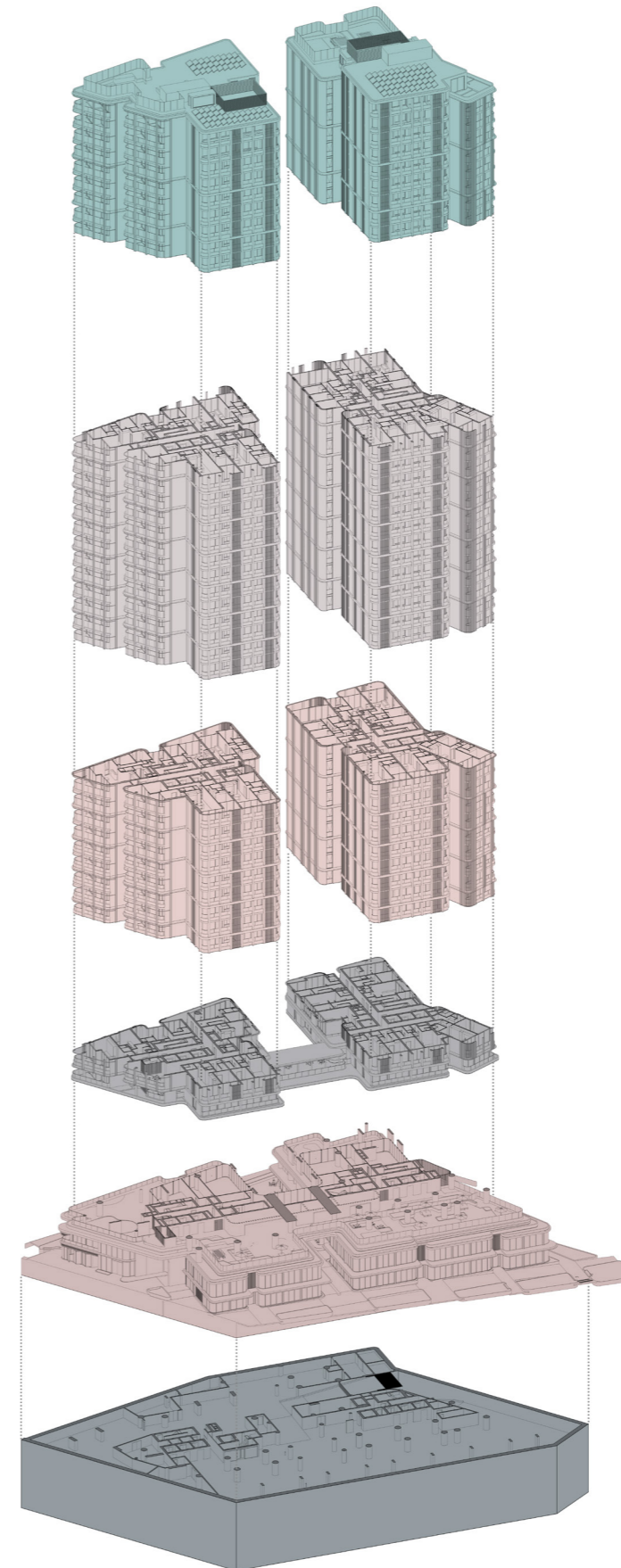


Precast concrete  
Colour light gray  
(tower)

# 03.4 THE PROGRAM

The proposal aims to create a 36-storey mixed-use development, featuring commercial spaces and residential towers. The ground floor will offer vibrant street activation with retail showrooms, live/work studios, and smaller landscaped seating areas promoting activity and leisure. The development will also include a high-amenity podium communal area for residents, a childcare center of approximately 500 sqm, and a total of 308 residential apartments.

30% BONUS HEIGHT



- : Level 35**  
2 4-Bed
- : Level 34**  
6 3-Bed  
1 4-Bed
- : Level 27-33**  
7 1-Bed  
28 2-Bed  
35 3-Bed
- : Level 14-26**  
13 1-Bed  
52 2-Bed  
65 3-Bed
- : Level 5-13**  
27 1-Bed  
45 2-Bed  
27 3-Bed
- : Level 3-4**  
14 Live/Work units
- : Ground-Level 2**  
Retail  
10 Live/Work units  
Childcare  
Communal Open Space
- : Basement 1-6**  
Loading Dock  
Parking  
Bicycle storage



## 03.5 DA SCHEME



## 03.6 PROPOSED SCHEME





# 04. DESIGN STRATEGY

# DESIGN COMPETITION PROCESS

(RESPONSE TO DESIGN COMPETITION JURY LETTER)

## PODIUM

Removal of dead-end passageways to live/work 1, 3, 4, 9 & 10.

Dead-end passageways have been removed.

Additional lift access to the upper showroom levels

Additional lifts have been proposed to both showrooms.

Reconfigure live/work modules to avoid snorkel workspaces to improve daylight and amenities to commercial suite on upper levels.

The proposed design eliminate snorkel workspaces. The updated layout provides ample space for functional workspaces, and feature direct access to balconies. The balconies are further redesigned to achieve ADG compliance in terms of depth and size. Live/work layouts have been amended to provide generous frontage and access to light for both the commercial and studio suite.

Removal of the folding concrete arches to the podium design to simplify and strengthen the overall presentation to the streetscape.

Podium design has been further refined to improve the overall streetscape presentation.

Reduction to the extent of excavation.

Rationalisation of basement footprint to minimize excavation and avoid clashes with the rail corridor boundary, along with reconfiguration of the loading dock, adding a service/removalist vehicle bay, and improving the childcare drop-off zone.

Integration of OSD/ RWT and WSUD as part of the stormwater management strategy.

OSD, water-quality chamber and RWT have been integrated to the proposed development. Refer to stormwater report prepared by Xavier Knight.

Working closely with landscape architect to deliver high-amenity space to the communal open space and landscaped areas around the building.

The proposed communal open space offers a high level of amenity, featuring distinct pockets for a variety of activities, including a sauna, gym, and yoga deck. The new proposal also incorporates addition of canopy trees, retains more existing trees, and expands the pocket park along Pacific highway. Additionally, the public art installation will be an opportunity to integrate Connecting with Country principles. Refer to landscape report prepared by LandFX.

# DESIGN COMPETITION PROCESS

(RESPONSE TO DESIGN COMPETITION JURY LETTER)

## TOWER

Revised apartment planning to ensure generous living areas including corner living and secondary living spaces and relationship between bedrooms with on-floor plant.

Revised layouts include the provision of corner and secondary living (family room), study room and 'intergenerational' layout. Additional screens and other acoustic measures have been integrated to the proposal. Refer to acoustic report prepared by E-lab.

Further consideration and rationalization of the vertical concrete element details/ screen locations to the western facade.

The 2 vertical breaks on the western facade have been removed and the depth of each vertical concrete elements have been further refined and reduced.

Refined palette for a more subtle hue to reduce the intensity of the rust-red tone.

The intensity of the dark rust-red has been refined to include a more subtle palette.

Architectural language fenestration and consolidation to the southern facade.

Southern facade expression has been further refined with the inclusion of additional vertical metal elements.

Introduction of greater solidity in balustrades to the lower levels for privacy and acoustics.

Additional solid upstand have been incorporated to the lower residential levels for additional privacy and acoustic measures.

Environmental considerations

In addition to the naturally ventilated breezeway corridors, which have been maintained as a fundamental environmental design consideration, additional canopy trees have been incorporated to mitigate urban heat.

Other considerations (throw risks)

Balconies within 20m from the rail corridor has been redesigned to reduce throw risks while still ensuring natural ventilation and preserving amenity to the residential units.

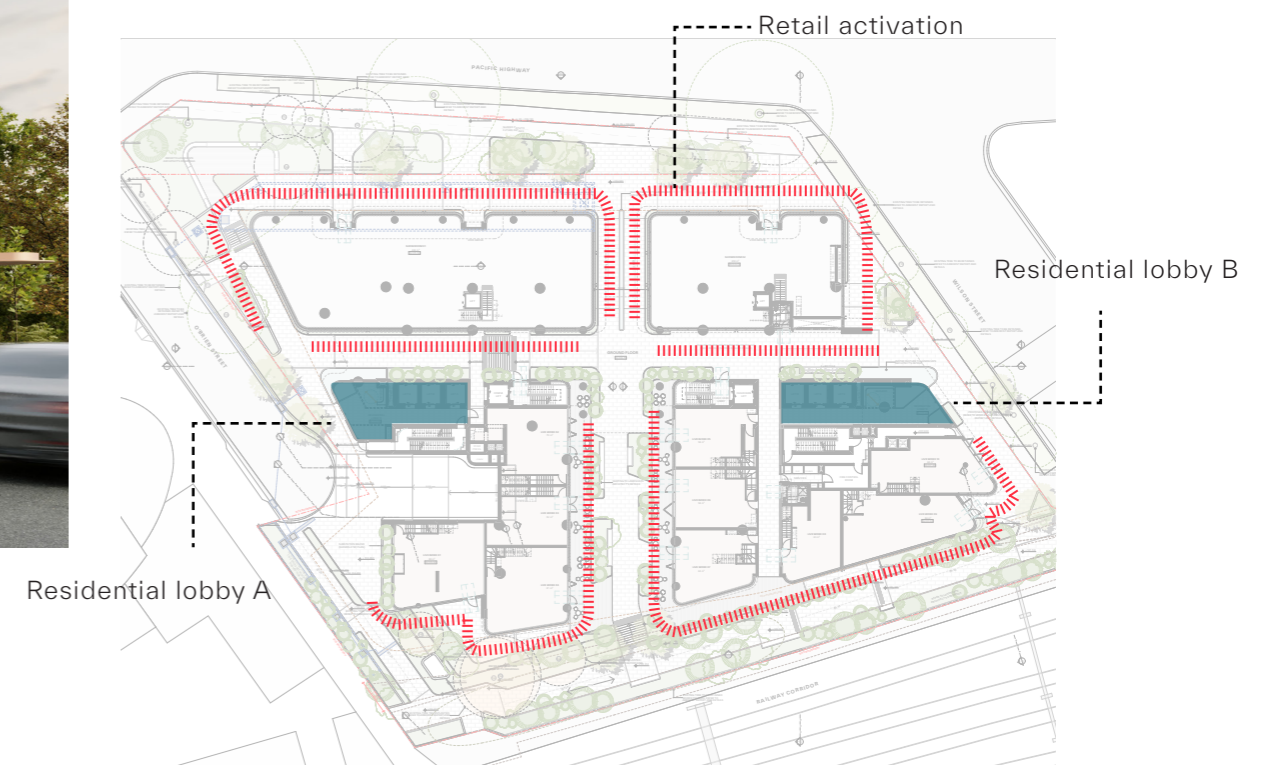
## 04.1 STREETScape PRESENTATION



Wilson Street frontage

The podium design addresses the prominent interfaces of Pacific Highway, O'Brien, and Wilson Street. Features such as layered curved concrete banding, vertical burnt copper framing, and cascading landscaping enhance vibrant street activation along these frontages.

Two residential lobbies are located off O'Brien Street and Wilson Street to maximize the highly activated frontage facing Pacific Highway. The removal of concrete arches from the original competition scheme aims to enhance and improve the overall visibility of the streetscape presentation.





Corner of O'Brien and Pacific Highway

An enlarged pocket park is proposed at the south-west corner of the site, aligning with the vision outlined in the planning proposal scheme. Additionally, a spacious landscaped refuge is included on the eastern side of the site, enhancing the overall amenity for future occupants.

These open spaces not only provide aesthetic and recreational value but also contribute to the site's sustainability by promoting green infrastructure. The pocket park and landscaped refuge will offer relaxing, communal areas for residents and visitors, encouraging interaction with nature and fostering a sense of community within the development. Further, these green spaces have been designed with adaptability in mind, allowing for flexibility in their future use and integration into the broader urban context.



Pacific Highway frontage



Layered landscape podium approach

High visibility to the showroom at the corner of Pacific Hwy and O'Brien St

Double height volume to the residential lobby

The proposed vehicular entry from O'Brien Street, which sits at a lower natural ground level compared to Wilson Street, has resulted in a superior design outcome. This positioning creates greater opportunities for ground-floor activation, enhancing the overall functionality and interaction with the streetscape.



O'Brien St frontage

## 04.2 SITE-THROUGH LINK

East-west site-through link

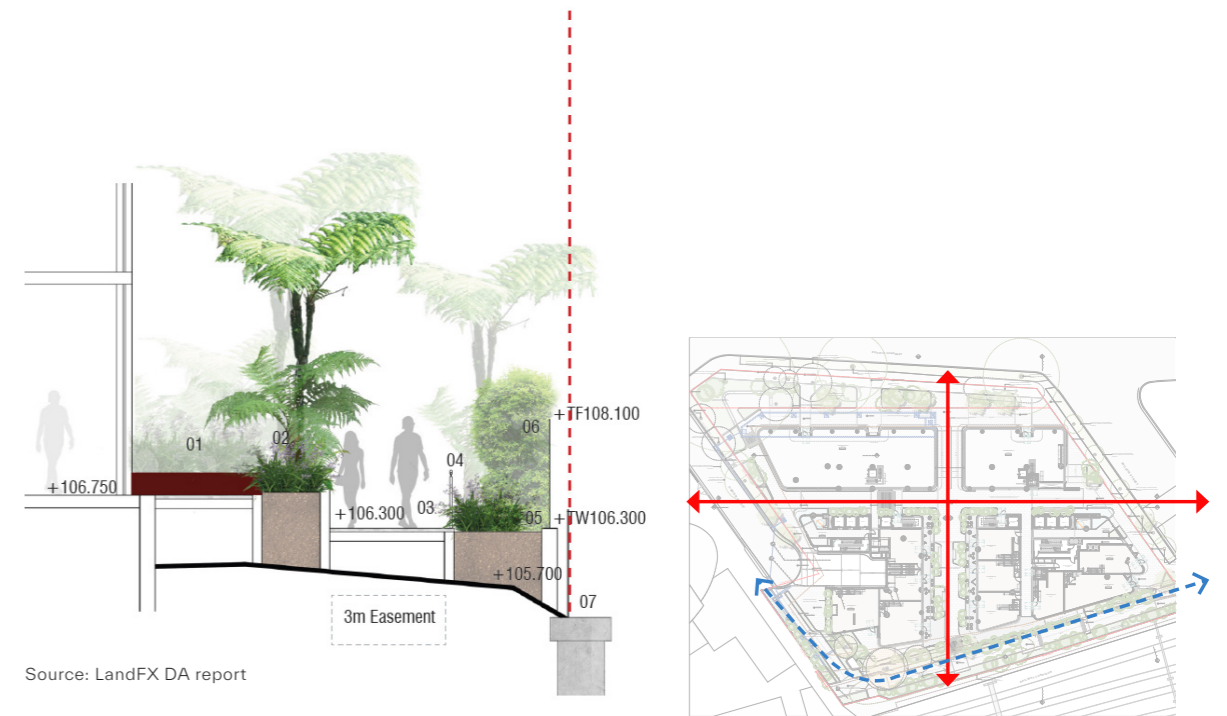


Generous site-through links promote activation and encourages pedestrian movement to the heart of the site.

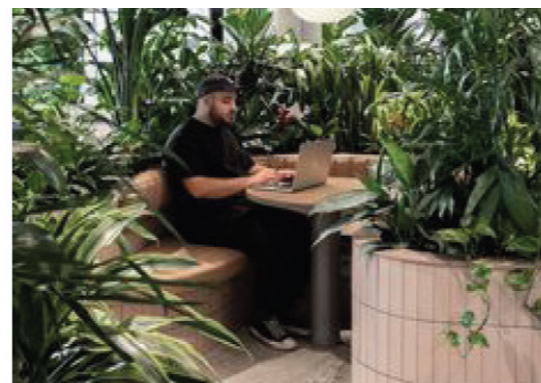
A cruciform axis divides the site, facilitating seamless movement throughout. Each frontage features smaller activation pockets to enhance vibrancy, while lush landscaping highlights the amenities and adds to the liveliness of the space.

# 04.2 SITE-THROUGH LINK

North-south site-through link



Source: LandFX DA report



Source: LandFX DA report



# 04.2 SITE-THROUGH LINK

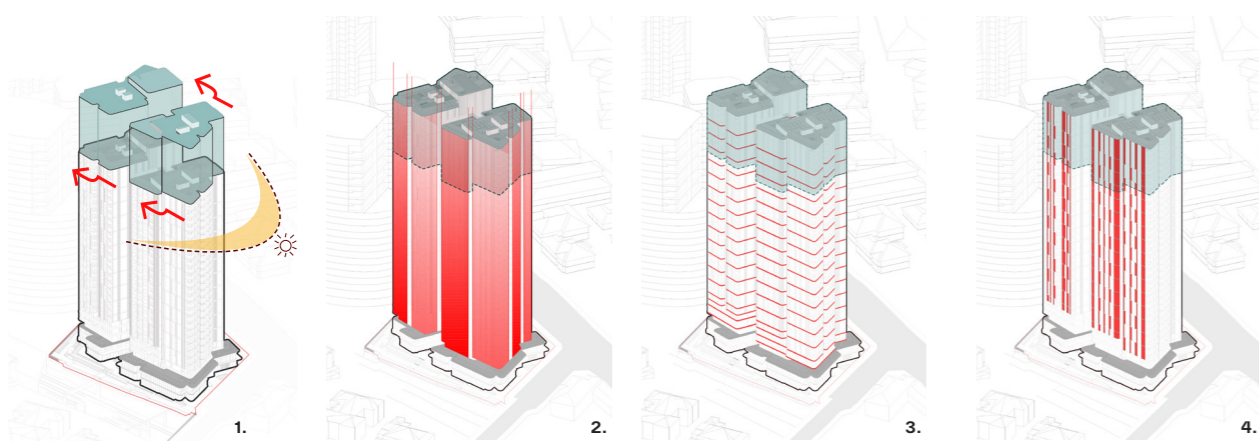
Eastern site-through link



## 04.3 TOWER ARTICULATION

Promoting the slenderness of the tower by emphasizing verticality as the primary design element.

The proposed towers are oriented to address each key corner, ensuring that all frontages are highly articulated and thoughtfully designed. This orientation also provides high amenity for residents, as each corner responds to the environmental aspects of the site.



### 1. BUILDING FORM

Bulk reduction and removal to open up more northern aspect to the southern building.

### 2. VERTICAL ARTICULATION

The primary structure is expressed in order to further amplify the verticality that is already established with the massing form.

### 3. DESCALING

The horizontal order for the building promotes scaling transition to the upper levels.

### 4. SOLIDITY

Responding to the site orientation, facade articulation responds with solidity and additional vertical elements in the east and west and lateral expressions on the north.





View from Eastern Rail Corridor



View from Wilson Street



View from Pacific Hwy

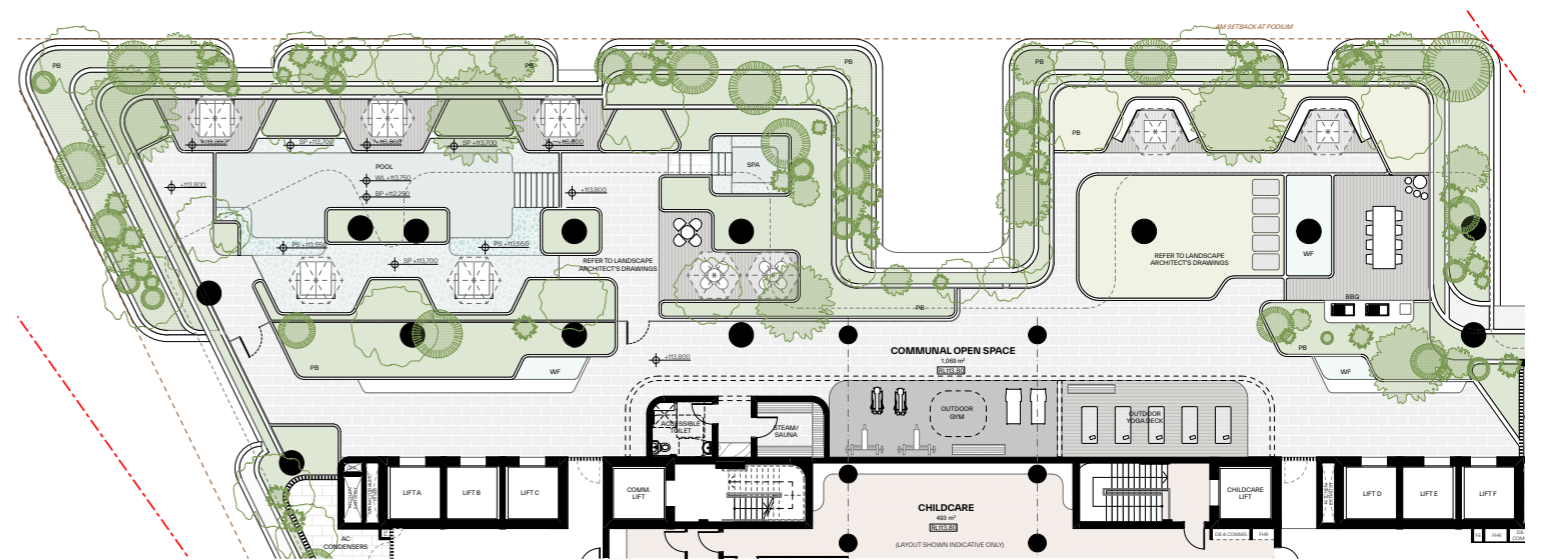
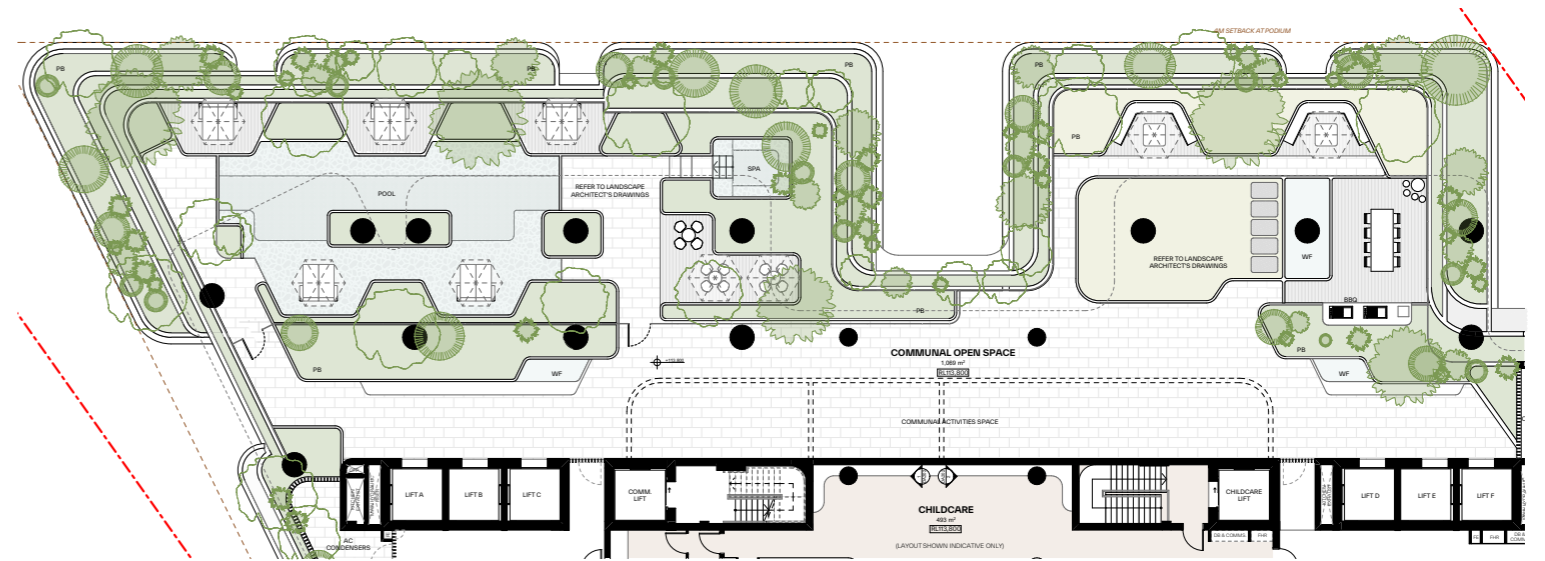
# 04.4 COMMUNAL OPEN SPACE

A tropical oasis offering high amenities to residents, including a pool, spa, gym, BBQ area, and lawn play space.

A richly landscaped edge creates a buffer from the street, enhancing the amenity of the communal open space area while providing additional privacy and greenery. This design approach ensures a tranquil and inviting environment for residents,

Situated on the podium level, the proposed communal open space offers a spacious area designed to accommodate diverse groups and activities. This versatile space enhances social interaction and provides a range of amenities to suit the needs and preferences of all residents

The development provides a total of 1,074 sqm area of communal open space (25%).



Additional amenities for future residents include a sauna and steam room, an outdoor gym, a yoga deck, a pool and spa, as well as BBQ facilities, seating areas, and expansive green spaces. Furthermore, these spaces are thoughtfully designed to promote relaxation, recreation, and a strong sense of community among residents.

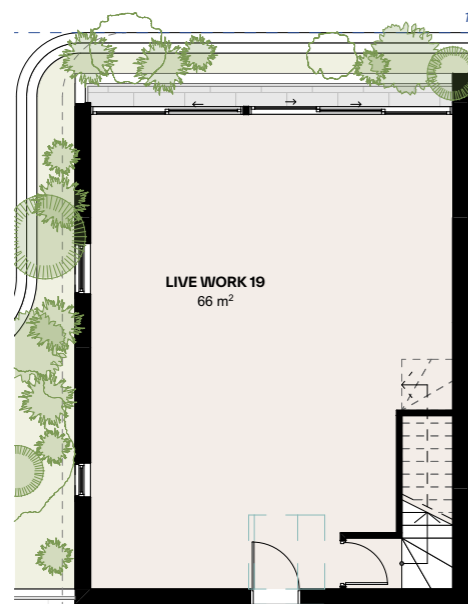


## 04.5 LIVE/WORK

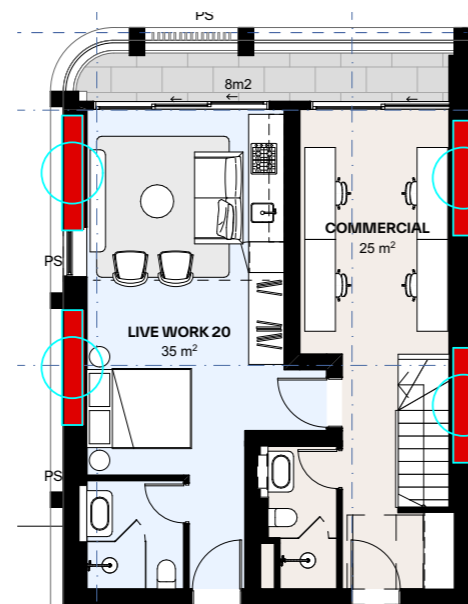
Flexible, adaptable and sustainable living and creative employment activity.

The studio modules address recent shifts in work patterns and the demand for flexibility by physically separating dedicated work and business spaces from everyday private living areas. This design approach enhances both productivity and personal comfort, allowing for a more organized and efficient use of space in response to evolving lifestyle needs.

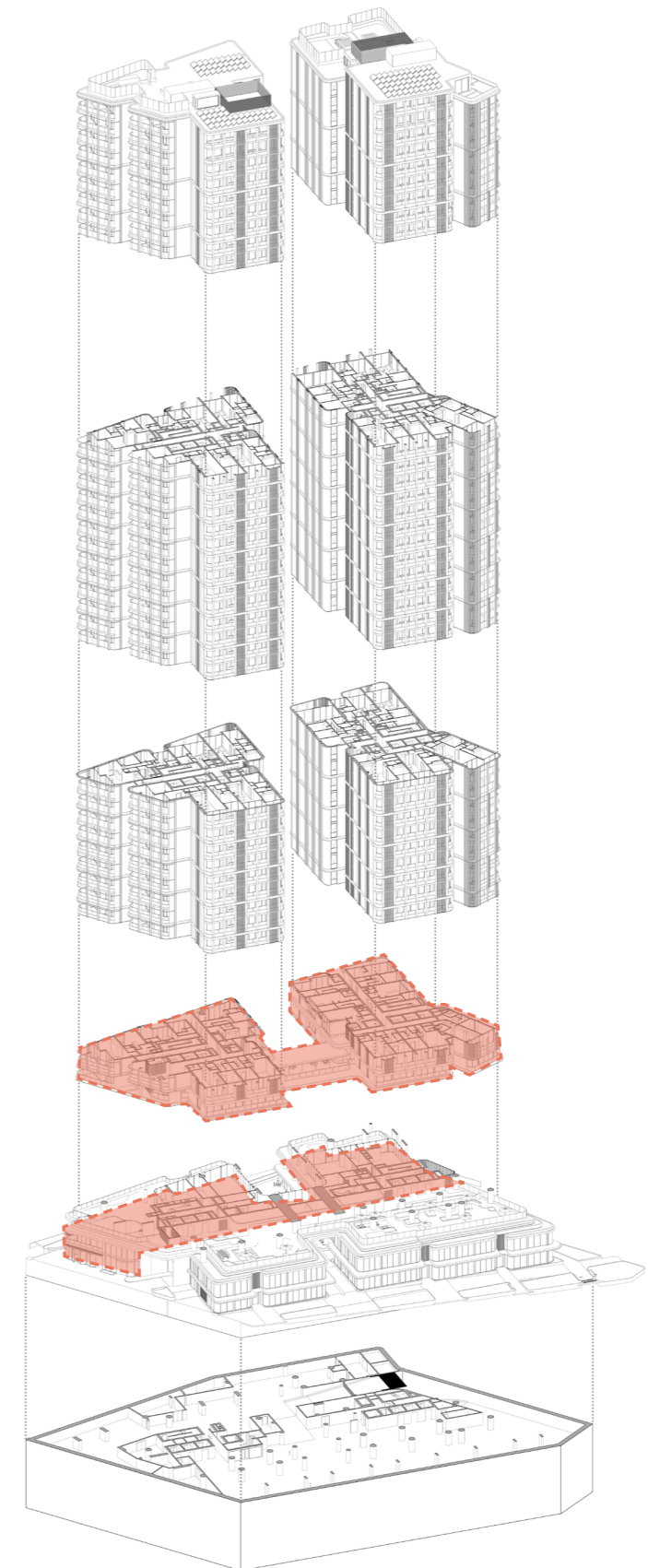
The proposed live/work studios are situated on the ground floor and first level (eastern section of the site), as well as occupying the entire third and fourth floors. Additionally, the layout aims to maximize natural light and enhance accessibility for both work and living functions. F&B uses have been provisioned for on the ground floor, where a more active retail use is anticipated, whereas the upper module of live/work units on levels 3 & 4 are envisaged as a more passive retail/commercial use.



Lower level (work)



Upper level (live/ work)





LOW BREW  
COFFEE SHOP

HAND MADE  
BORGO  
PASTA

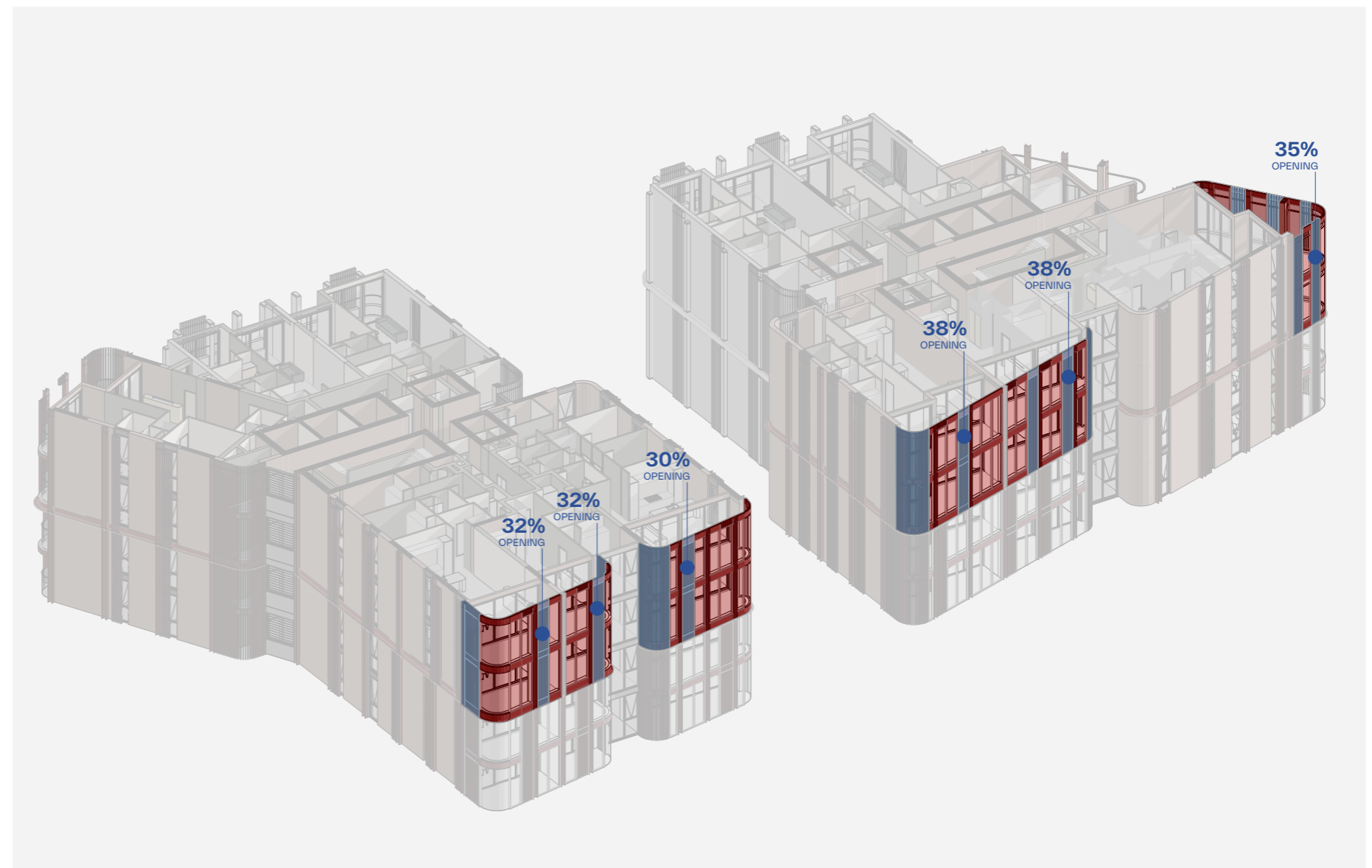
## 04.6 EASTERN FACADE TREATMENT

### Treatment to Eastern Facade Balconies

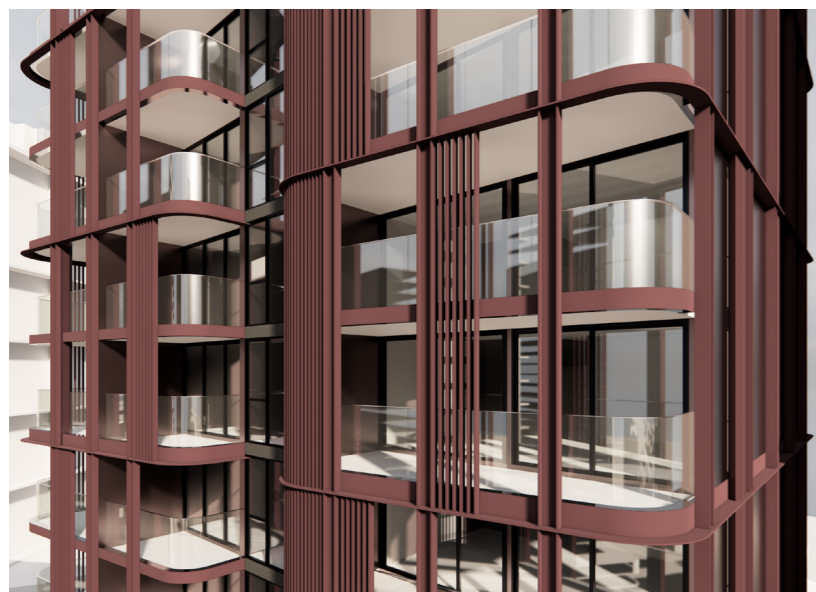
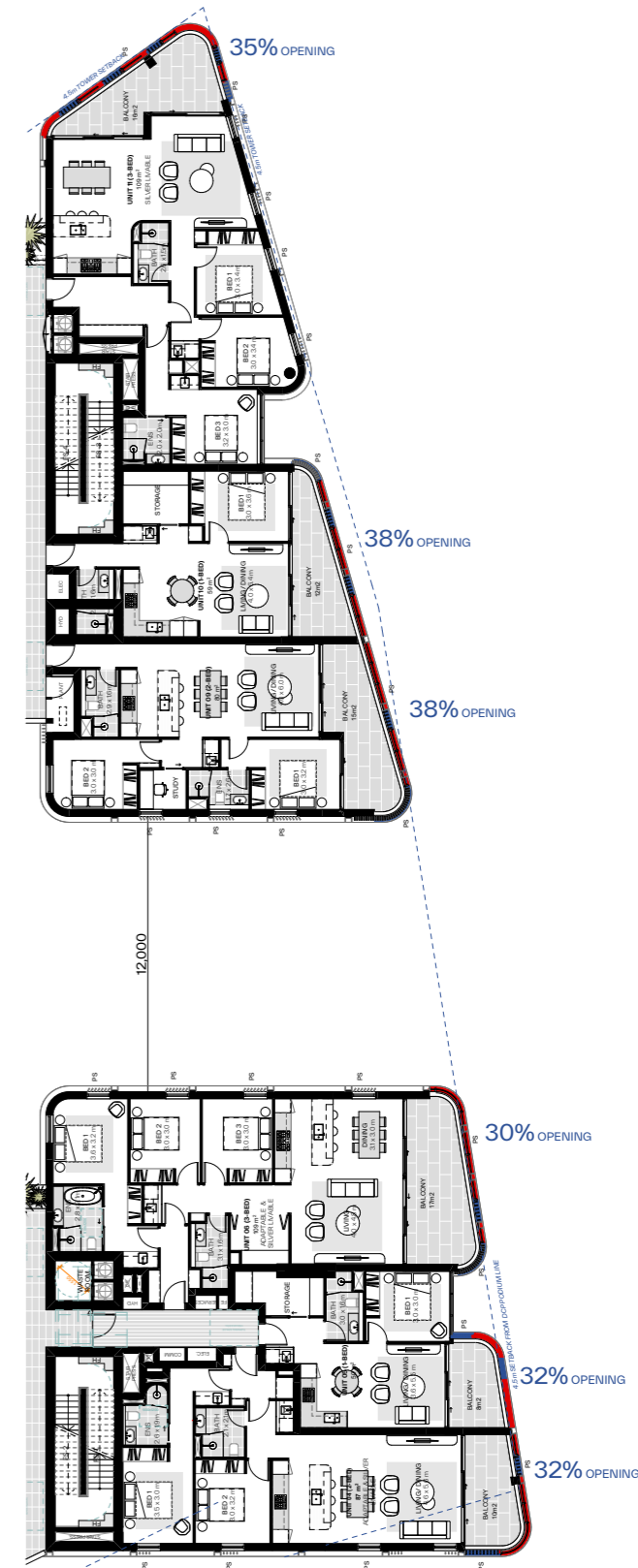
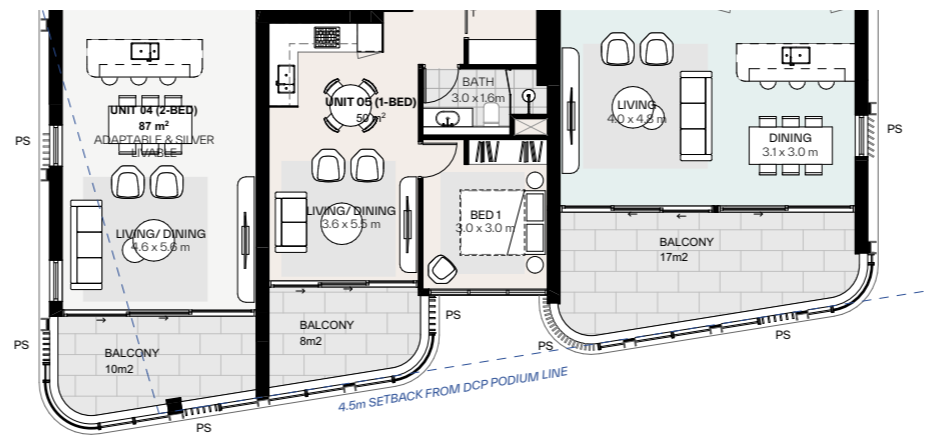
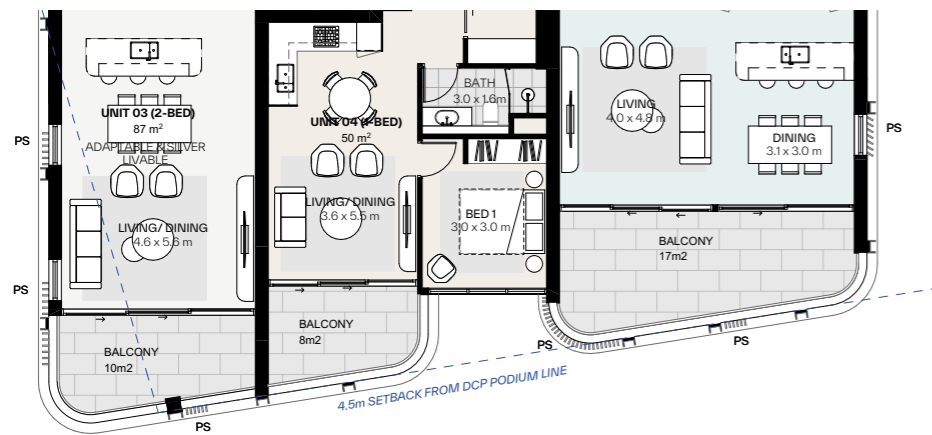
Transport for NSW has established design requirements that outline standards for the interface between developments and rail corridors. Several changes have been made to the design excellence scheme on the eastern and north-eastern facades to comply with these requirements.

On these facades, within 20 meters of the rail corridor boundary, balconies now feature a combination of full-height fixed glazing, vertical aluminium louvers, and horizontal glass louvers (to the podium levels). This design approach adheres to the standards by limiting the maximum opening sizes to minimize potential throw risks to the rail corridor, whilst providing a substantial fixed open component, to prevent full enclosure of any balconies and maintain natural ventilation. Additionally, childcare and rooftop open spaces on the eastern facade include 1.8-meter-high glass balustrades.

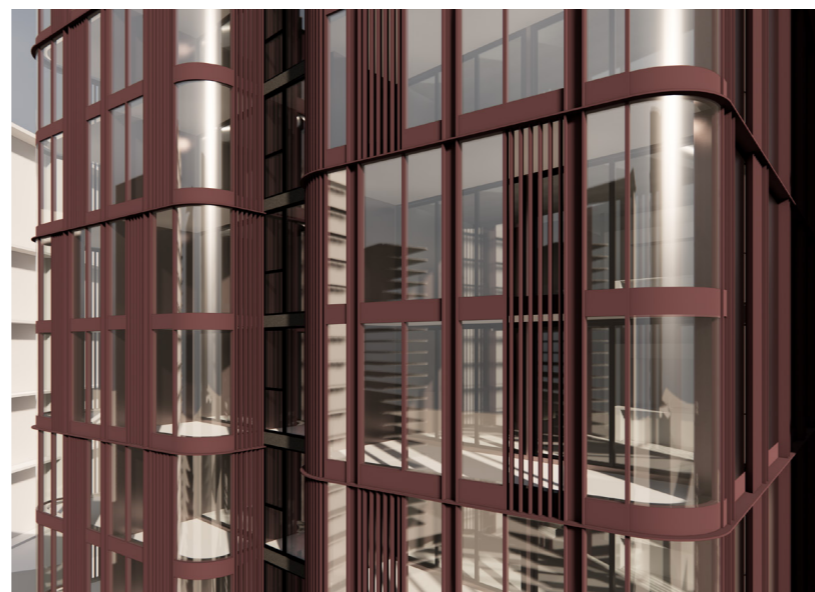
These changes have been carefully implemented to comply with the guidelines while maintaining the original design intent of the excellence scheme.



Eastern Facade Balcony Treatment - Typical Level  
Solid to void ratio calculation



Design Excellence Scheme



Post Facade Treatment - typical levels

Balcony Treatment - Typical Level



## 04.7 VISUAL IMPACT



DA scheme



Affordable Housing Scheme

## 04.7 VISUAL IMPACT



DA scheme



Affordable Housing Scheme

## 04.7 VISUAL IMPACT



DA scheme



Affordable Housing Scheme

## 04.7 VISUAL IMPACT



DA scheme



Affordable Housing Scheme

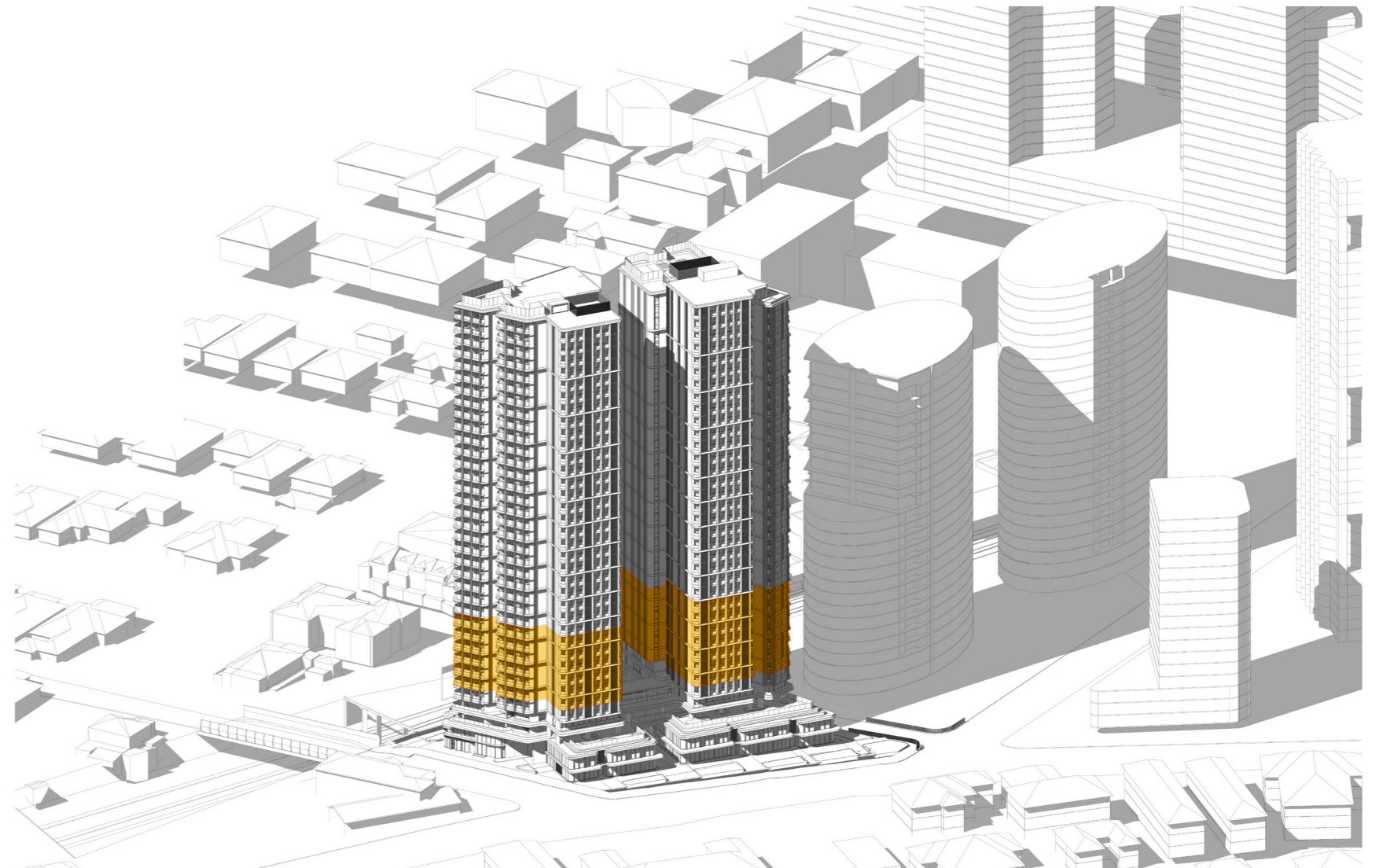
# 05. COMPLIANCE

# 05.1 AFFORDABLE HOUSING

## Proposed affordable housing: 5,879m<sup>2</sup>

Approximately 71 units are allocated for the proposed affordable housing. They are located at level 5 to 11. The unit mix as per follow:

- x 20 1 bed
- x 33 2 bed
- x 18 3 bed



# 05.2 GFA

Site area (excluding SP2 zone)	4,294m <sup>2</sup>
Base FSR	6:1
Base GFA	25,764m <sup>2</sup>
Base GFA Commercial	4,380m <sup>2</sup>
Base GFA Residential	21,384m <sup>2</sup>

**Affordable Housing Scheme**

Proposed FSR (+30%)	7.8:1
Proposed GFA (+30%)	33,493m <sup>2</sup>
Proposed GFA Residential	29,113m <sup>2</sup>
Proposed GFA Commercial	4,380m <sup>2</sup>



## 05.3 BUILDING HEIGHT

SSDCP Maximum HOB	90 m
Base DA scheme lodged HOB	92.31 m

### Proposed Scheme

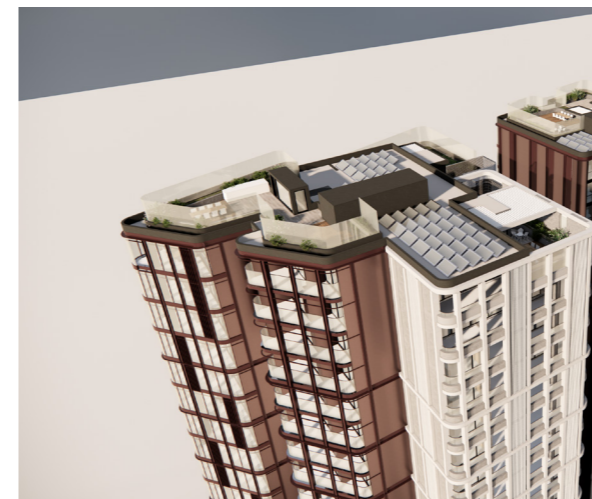
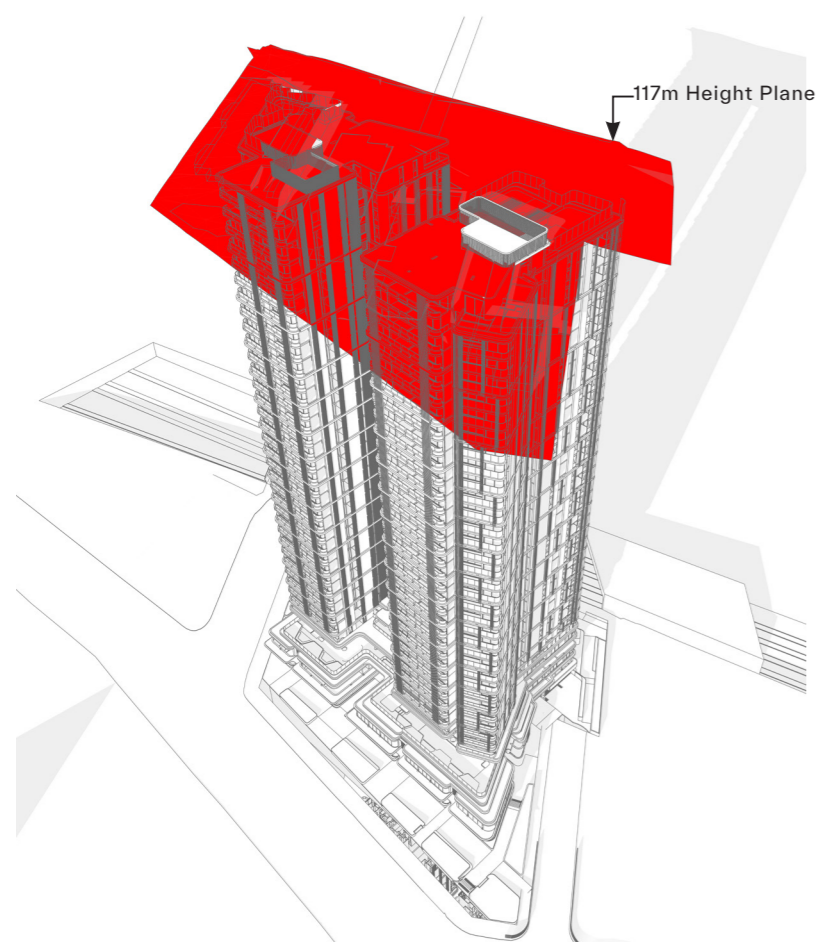
30% uplift permissible HOB	117 m
Proposed 30% uplift HOB	119.91 m

Given the sloping nature of the site (approx. 4m from Wilson St to O'Brien St) and existing ground conditions, the design has resulted in minor protrusions beyond the maximum building height plane, specifically at the northern tower's lift overrun, with a 2.48% breach.

In response to recent updates to the National Construction Code (NCC), particularly those concerning sustainability and waterproofing requirements, a floor-to-floor height of 3150mm has been incorporated. This allows for sufficient service zones between residential floors while maintaining compliance with the minimum ceiling heights outlined in the Apartment Design Guide (ADG).

The minor height breach has been carefully assessed and is expected to have only a marginal impact on surrounding developments due to its centralised location within the proposed building footprint. Its effect on neighboring properties and the overall urban context is minimal, ensuring that the design remains in harmony with the area.

Additionally, the lift overrun has been thoughtfully addressed by incorporating an architectural feature that reduces its visibility and mitigates the impact of the height breach. This approach ensures that the increased building height does not adversely affect the views, privacy, or solar access of adjacent properties



Design excellence scheme



Proposed scheme

## 05.4 BUILDING SETBACK COMPLIANCE

To accommodate the increased structural thickness and services requirements resulting from the additional storeys in the uplift scheme and maintain integrity of the endorsed design, adjustments to the building bulk have been proposed. In order to maintain compliance with the Apartment Design Guide (ADG) – specifically regarding amenity, ceiling heights, minimum room dimensions, and building separation – there is a minor increase in bulk that extends beyond the Development Control Plan (DCP) boundary setback line at the tower level, as illustrated in the accompanying diagram.

This encroachment is minimal and is expected to have only a marginal impact on surrounding developments. Given its limited scale and effect on adjacent properties, the proposed adjustment is considered justifiable within the broader context of adhering to ADG requirements and ensuring consistency with the design excellence scheme.

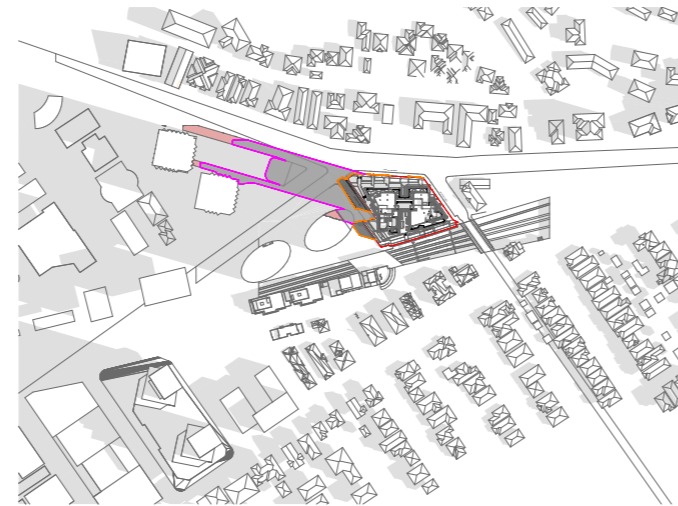
The increased bulk will be seamlessly integrated into the existing architectural language, preserving harmony with the building's original aesthetic while supporting sustainable development principles.



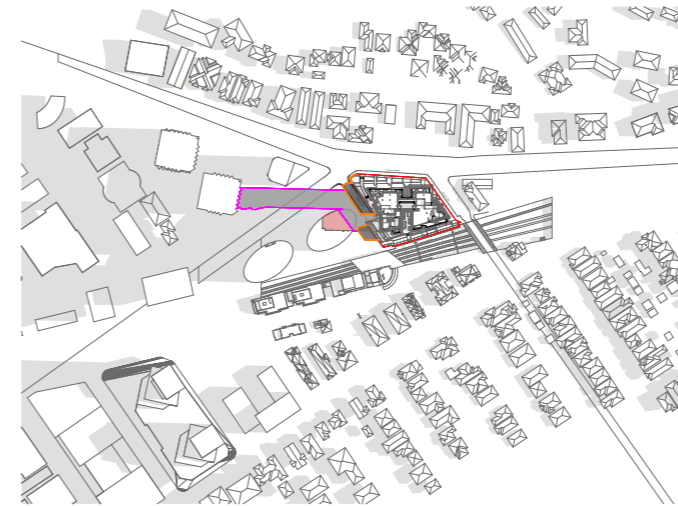
# 05.5 OVERSHADOWING



21 June - 9am

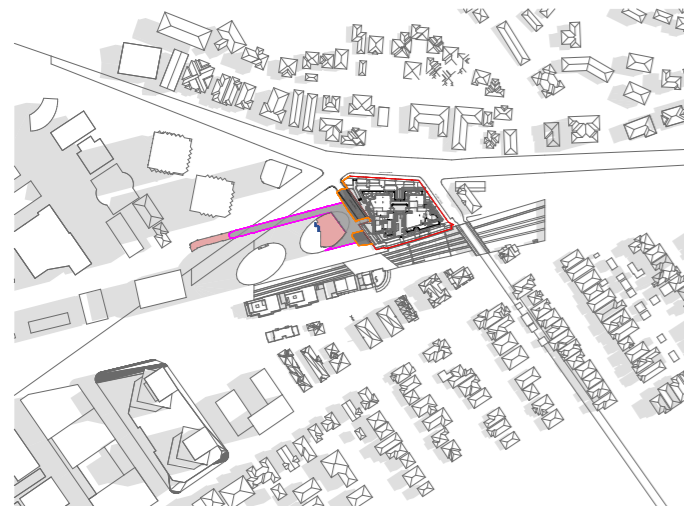


21 June - 10am

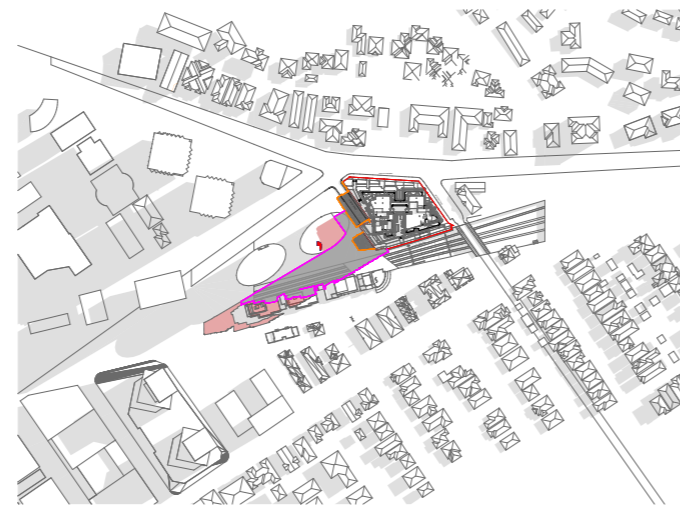


21 June - 11am

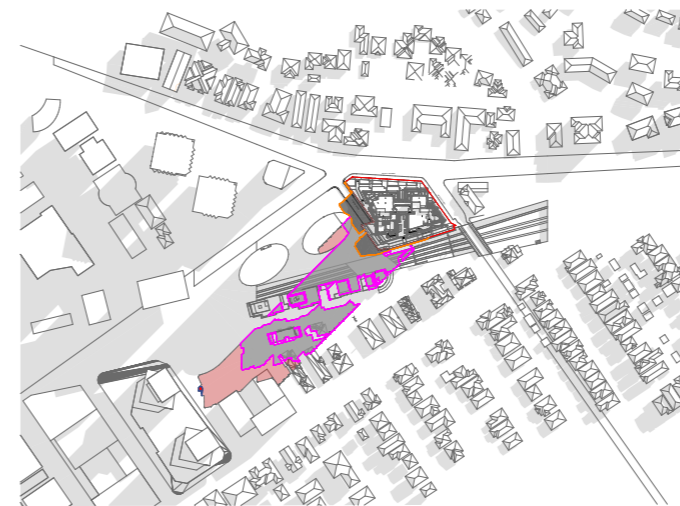
- LEGEND:
- - - SITE BOUNDARY
  - EXTEND OF THE SHADOW CAST BY THE EXISTING BUILDINGS ON SITE
  - OVERSHADOWING CAST BY THE PROPOSED DEVELOPMENT
  - ADDITIONAL OVERSHADOWING CAST BY THE PROPOSED DEVELOPMENT WITH 30% UPLIFT
  - ADDITIONAL OVERSHADOWING CAST BY PROPOSED DEVELOPEMENT OVER THE LEP 117m HEIGHT LIMIT



21 June - 12pm



21 June - 1pm



21 June - 2pm



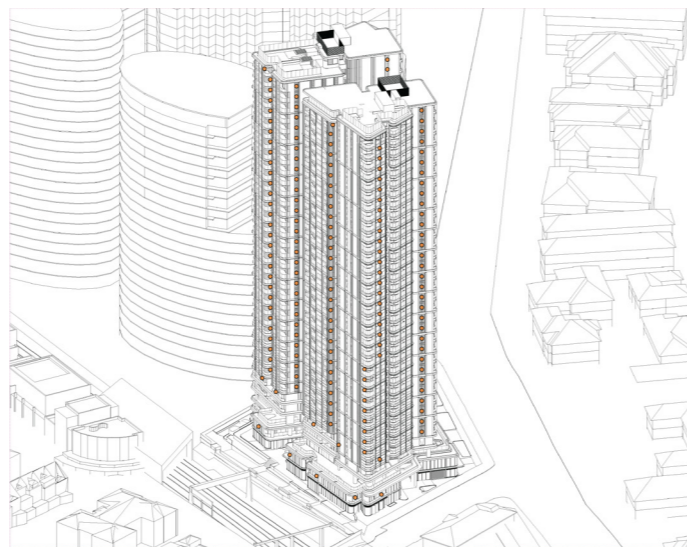
21 June - 3pm



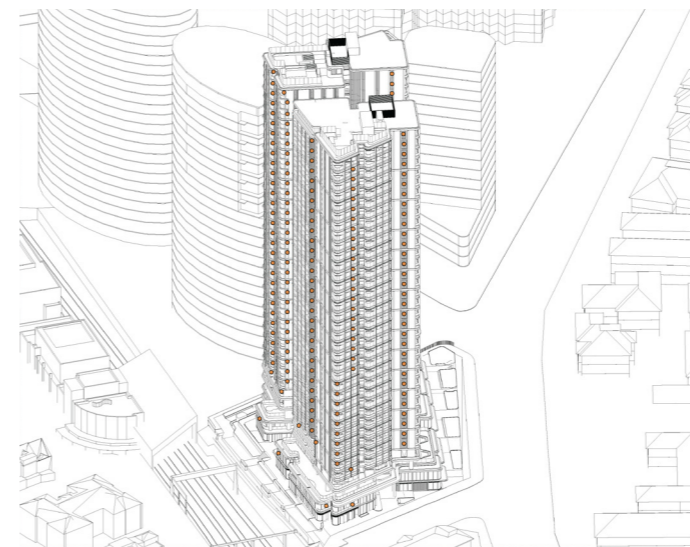
# 05.6 SOLAR ANALYSIS



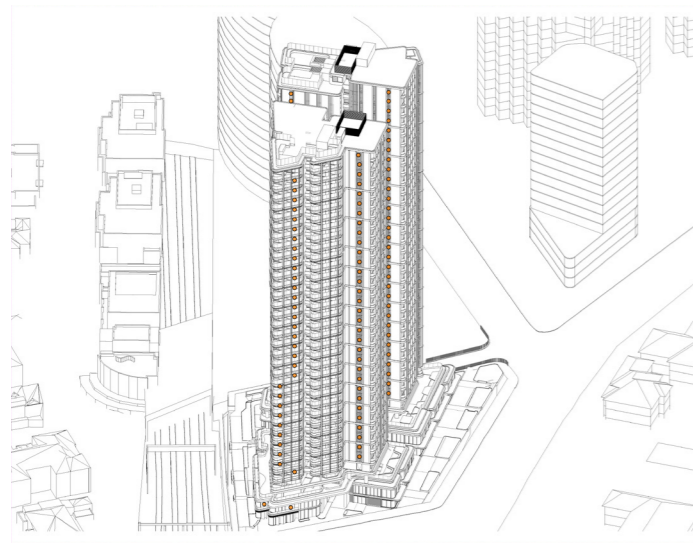
21 June - 9am



21 June - 10am



21 June - 11am



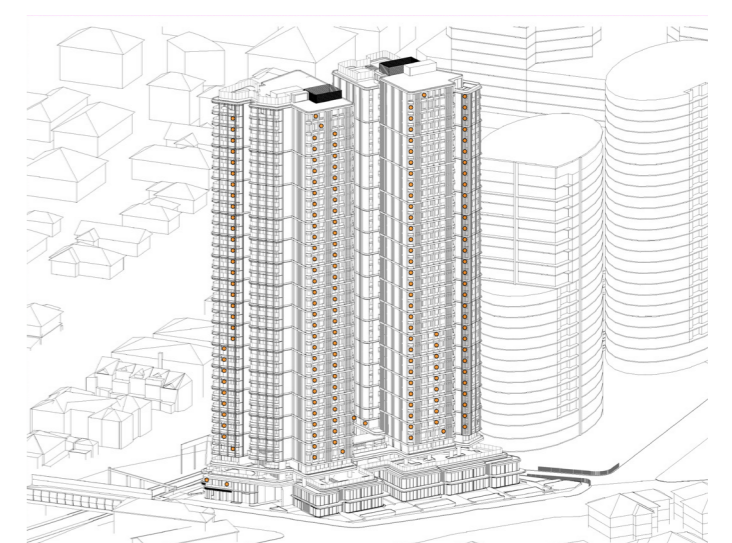
21 June - 12pm



21 June - 1pm



21 June - 2pm



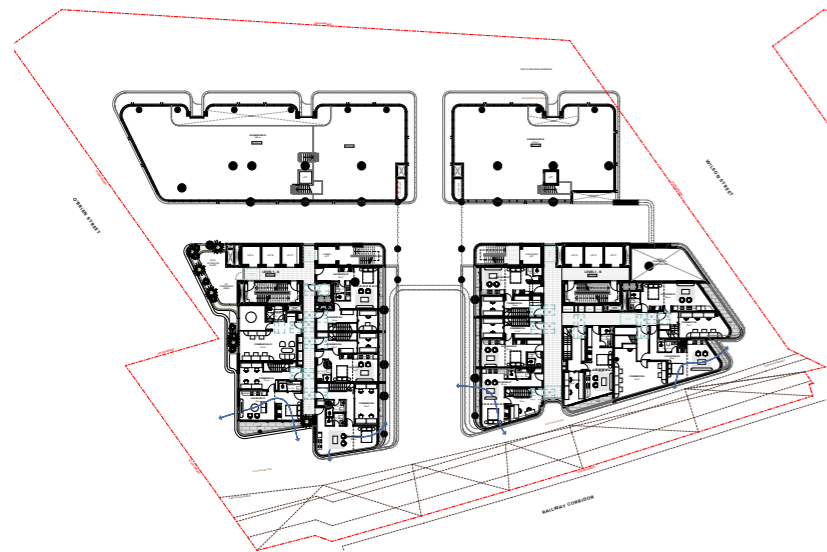
21 June - 3pm

### Solar Access Summary

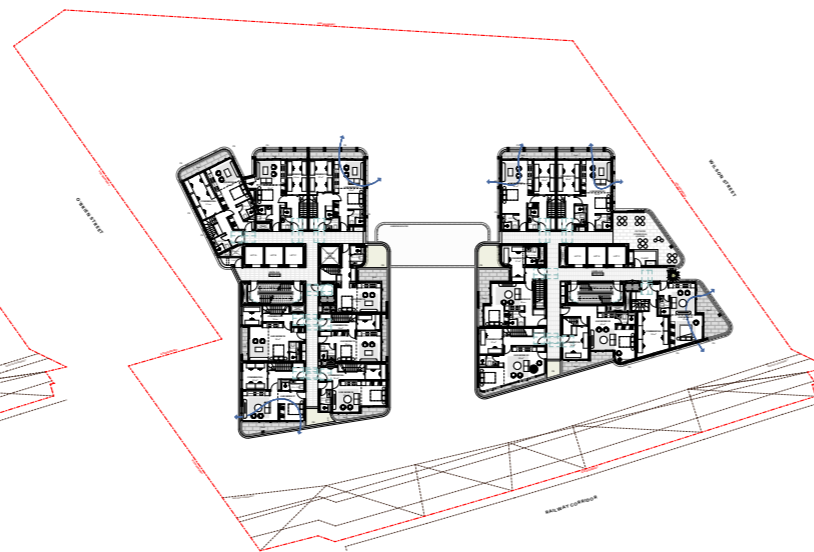
**265/332** units receiving a minimum of 2 hours direct sunlight (80%)

34/332 receiving no direct sunlight (10%)

# 05.7 CROSS VENTILATION



Level 1



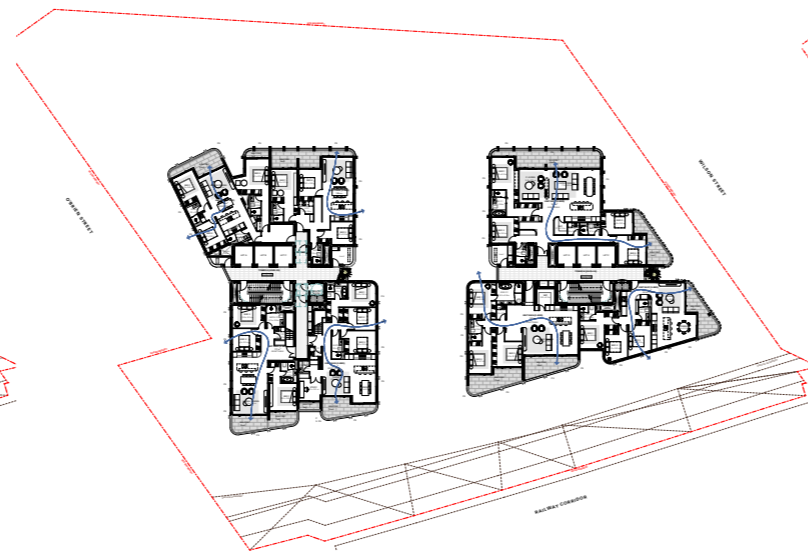
Level 4



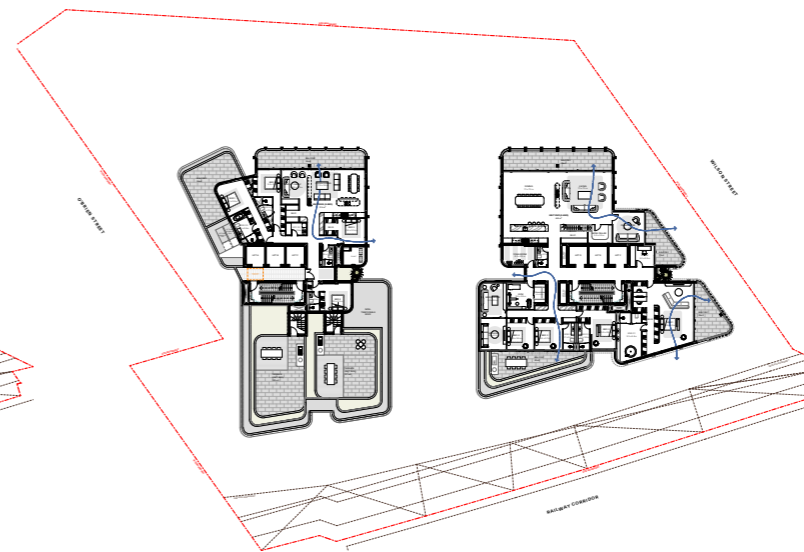
Typical Lowrise (Level 5-13)



Typical Highrise (Level 14-33)



Level 34



Level 35

Cross Ventilation Summary

250/332 units - 75%



# 05.8 LANDSCAPE & DEEP SOIL

LEGEND:

- DEEP SOIL AREA
- SOFT LANDSCAPE AREA

PROPERTY DETAILS:

AREA: 4294 M<sup>2</sup>  
(excluding SP2 Classified Road zone)

DCP REQUIREMENT:

A minimum of 20% of the site is to be provided as soft landscaping, which may be located on Ground, Podium and rooftop levels - 858.8 M<sup>2</sup>

ADG REQUIREMENT:

DEEP SOIL : 7% SITE AREA  
: 300.58 M<sup>2</sup>

SOFT LANDSCAPE THROUGHOUT THE BUILDING:

PROPOSED : 1,756 m<sup>2</sup>  
(40.9%)

SOFT LANDSCAPE AT GROUND:

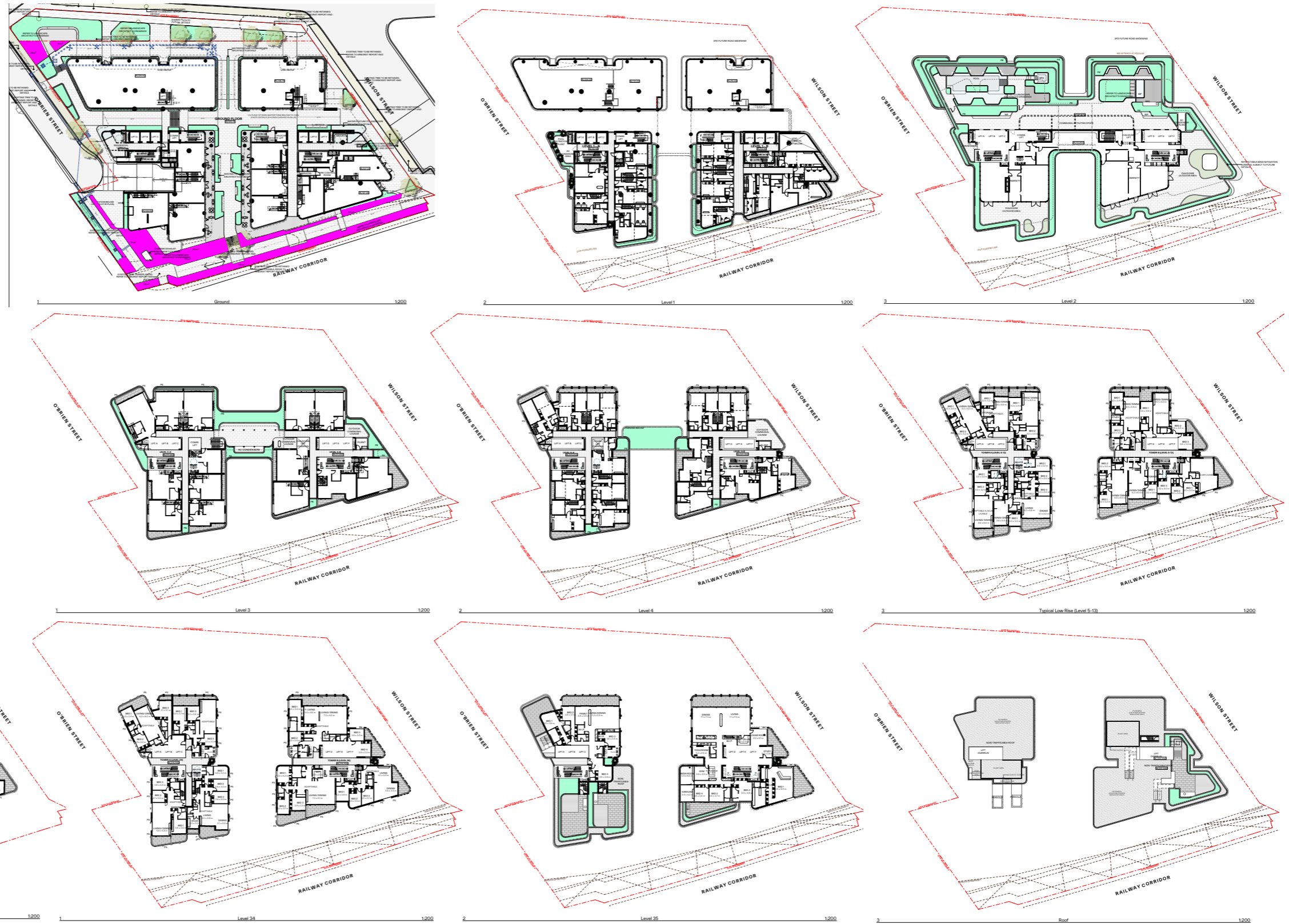
PROPOSED : 533.0m<sup>2</sup>  
(12.4%)

IMPERVIOUS AREA

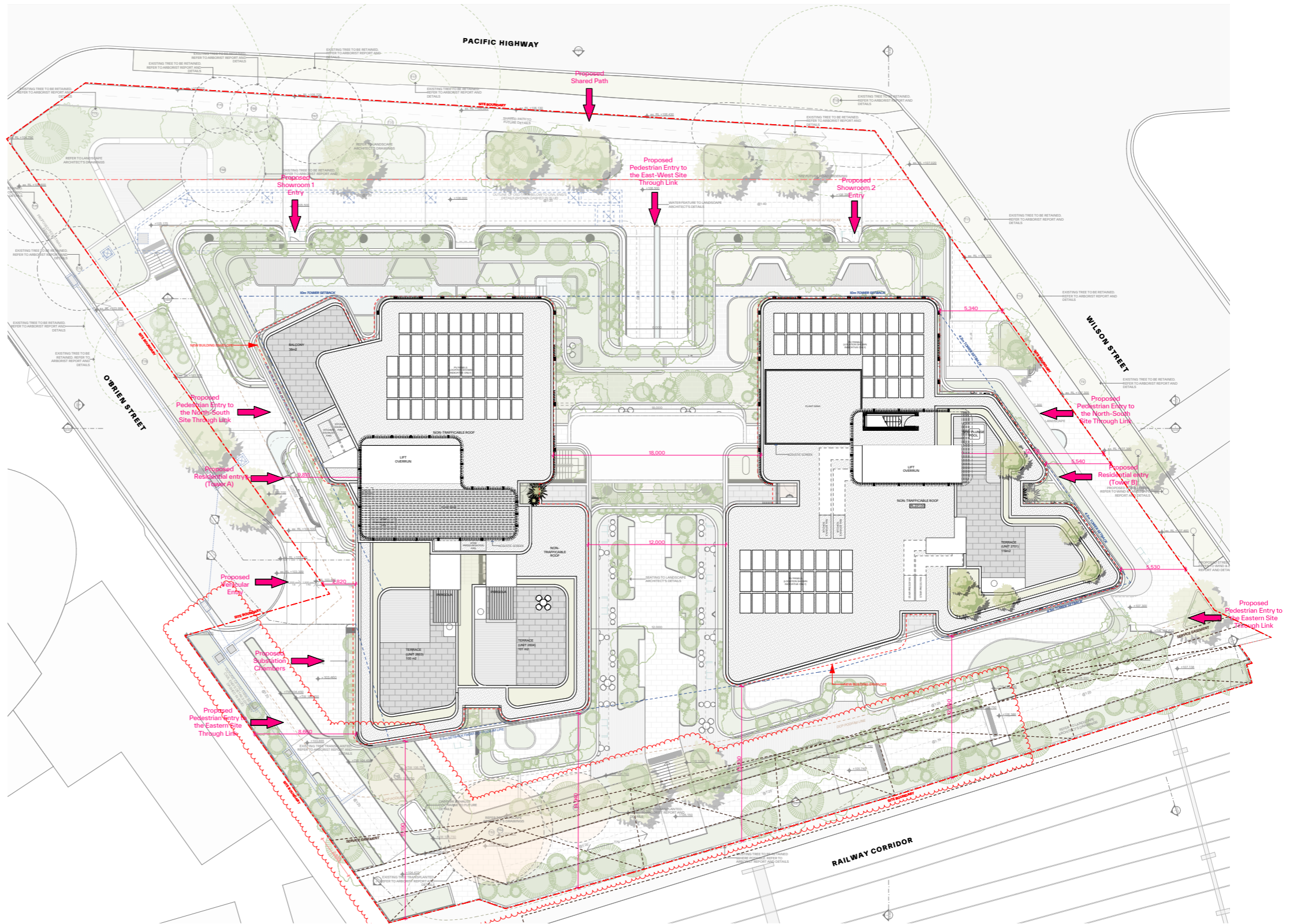
PROPOSED : 3761 m<sup>2</sup>  
(87.6%)

DEEP SOIL : 330.2 m<sup>2</sup>  
(7.7%)

PROPOSED : 330.2 m<sup>2</sup>  
(7.7%)

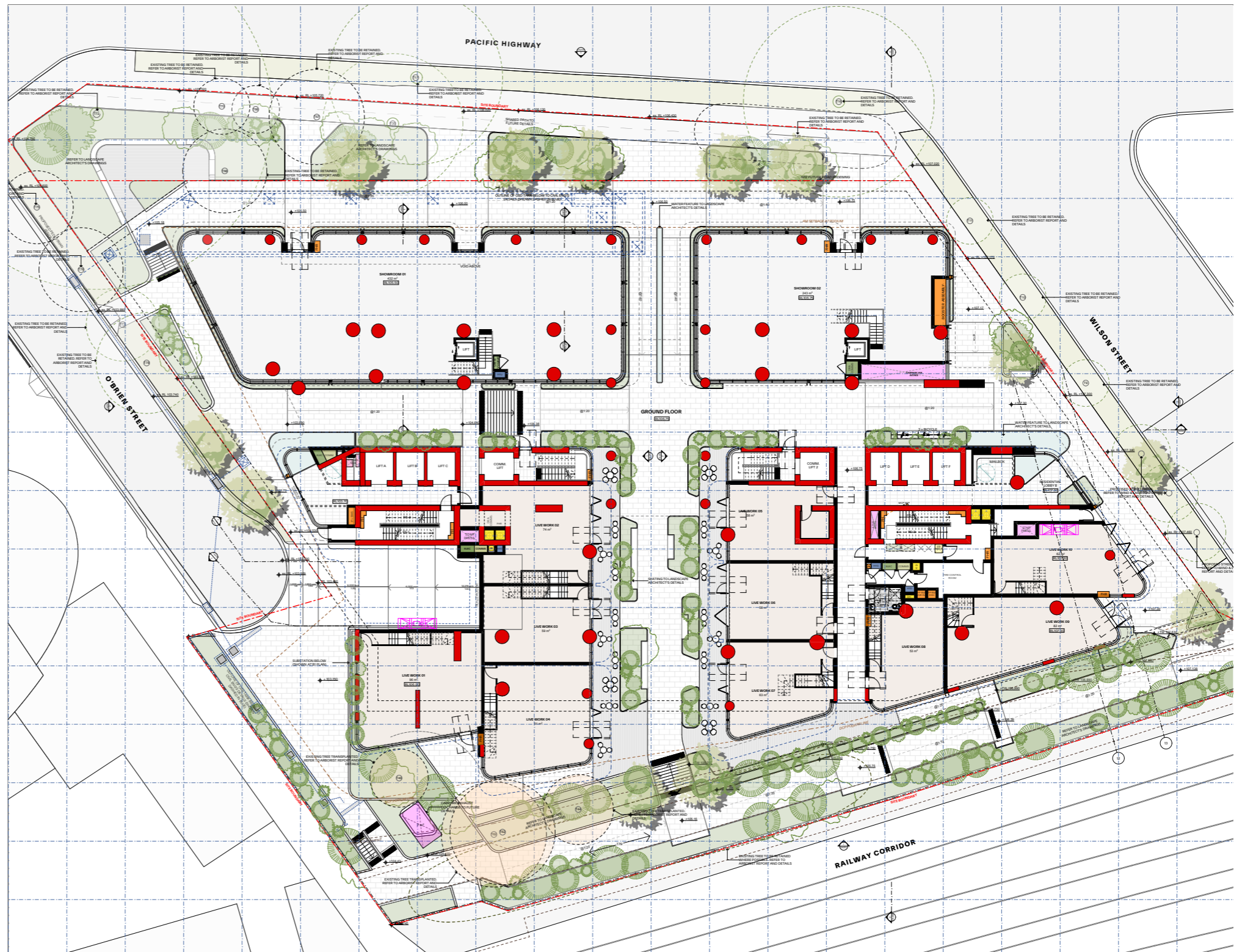


# 06. ARCHITECTURAL DRAWINGS



SITE PLAN





GROUND FLOOR





LEVEL 1





LEVEL 2

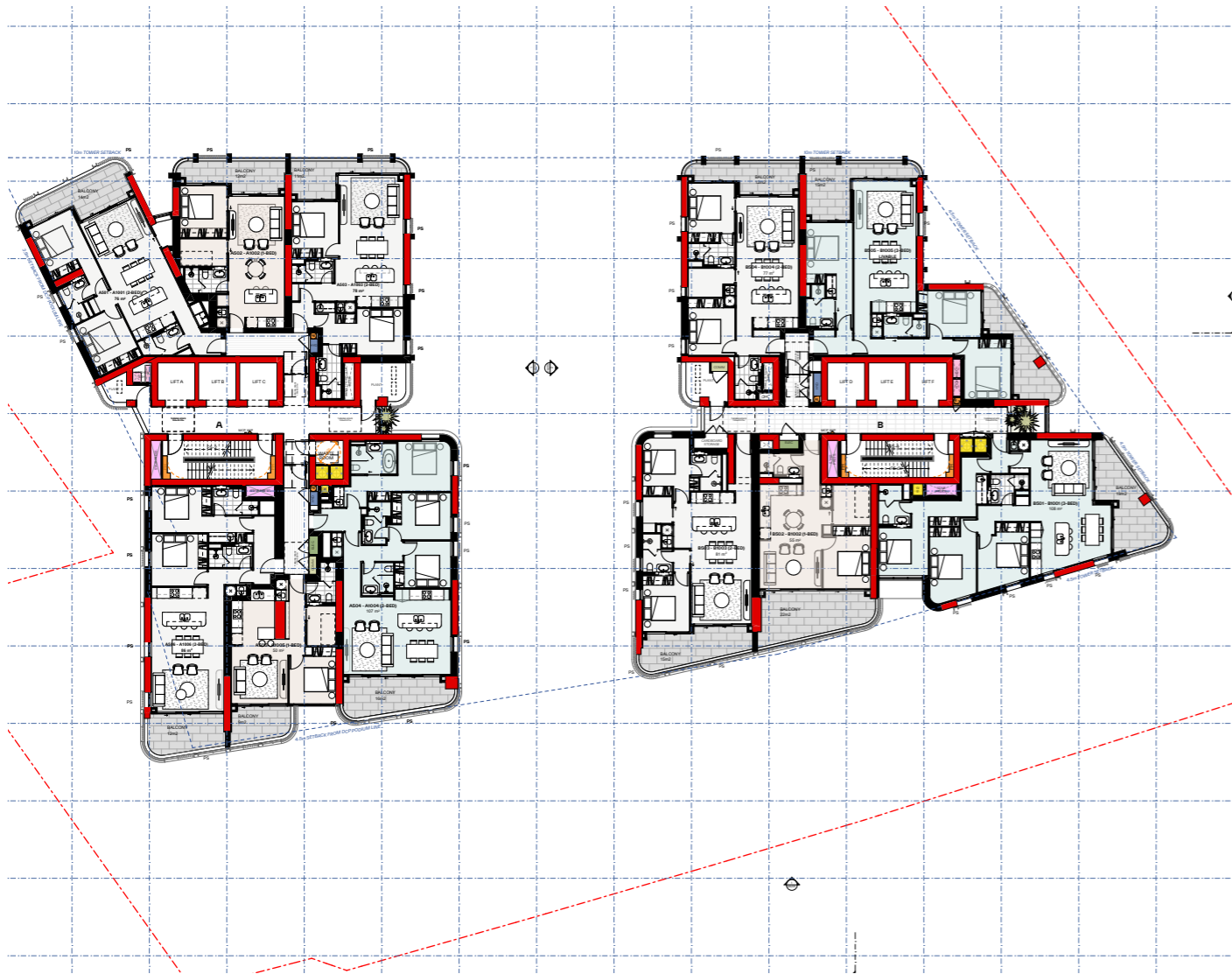




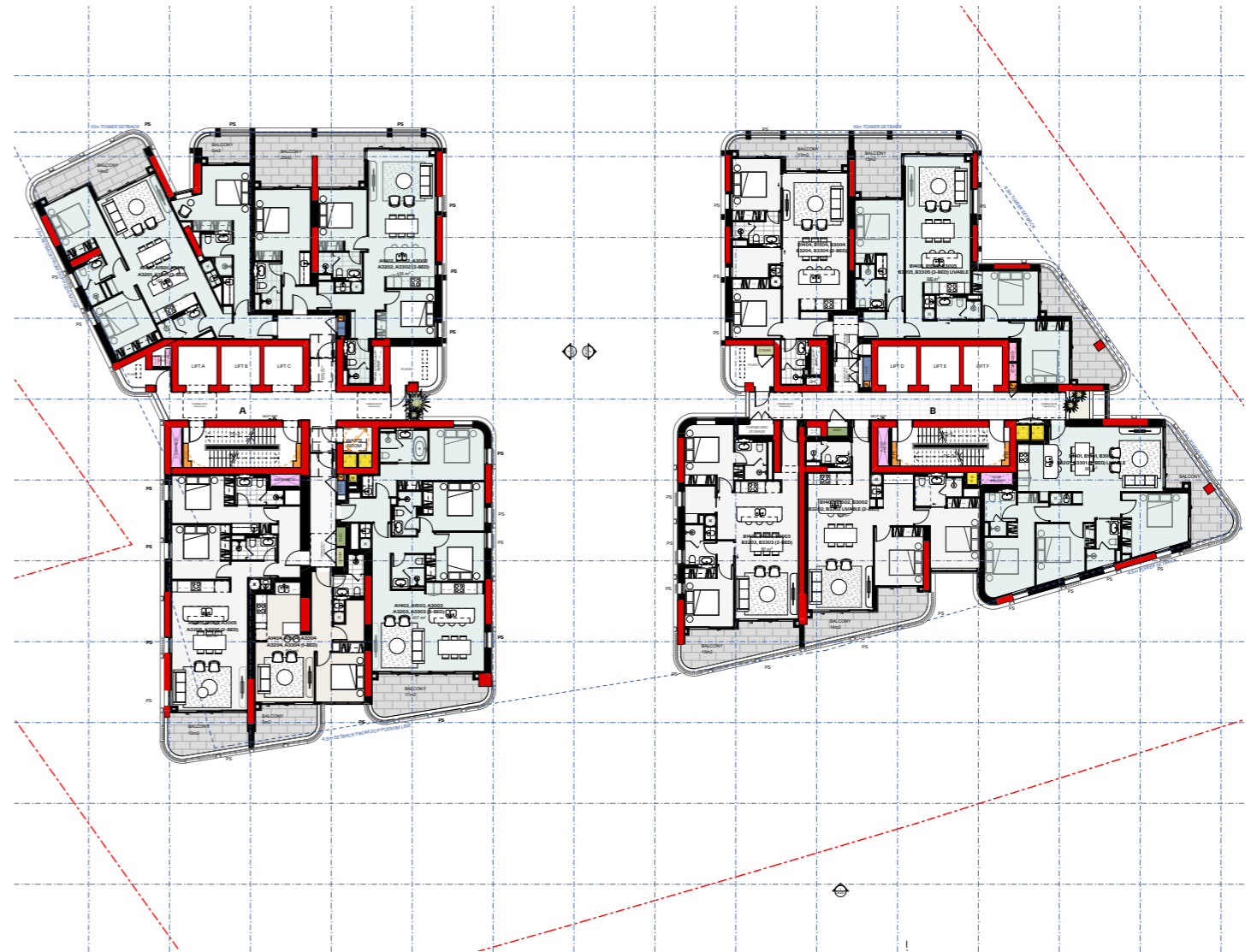
LEVEL 3

LEVEL 4



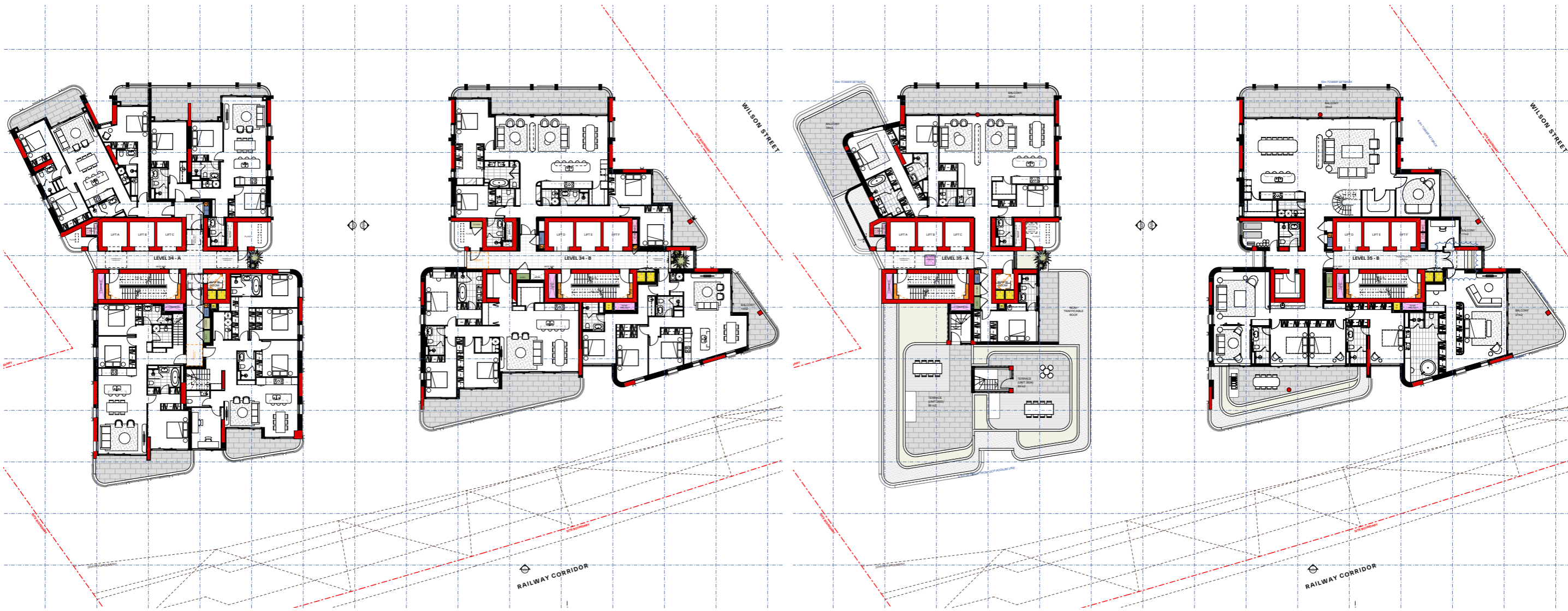


TYPICAL LOW RISE (5 -13)



TYPICAL HIGH RISE (14 -33)

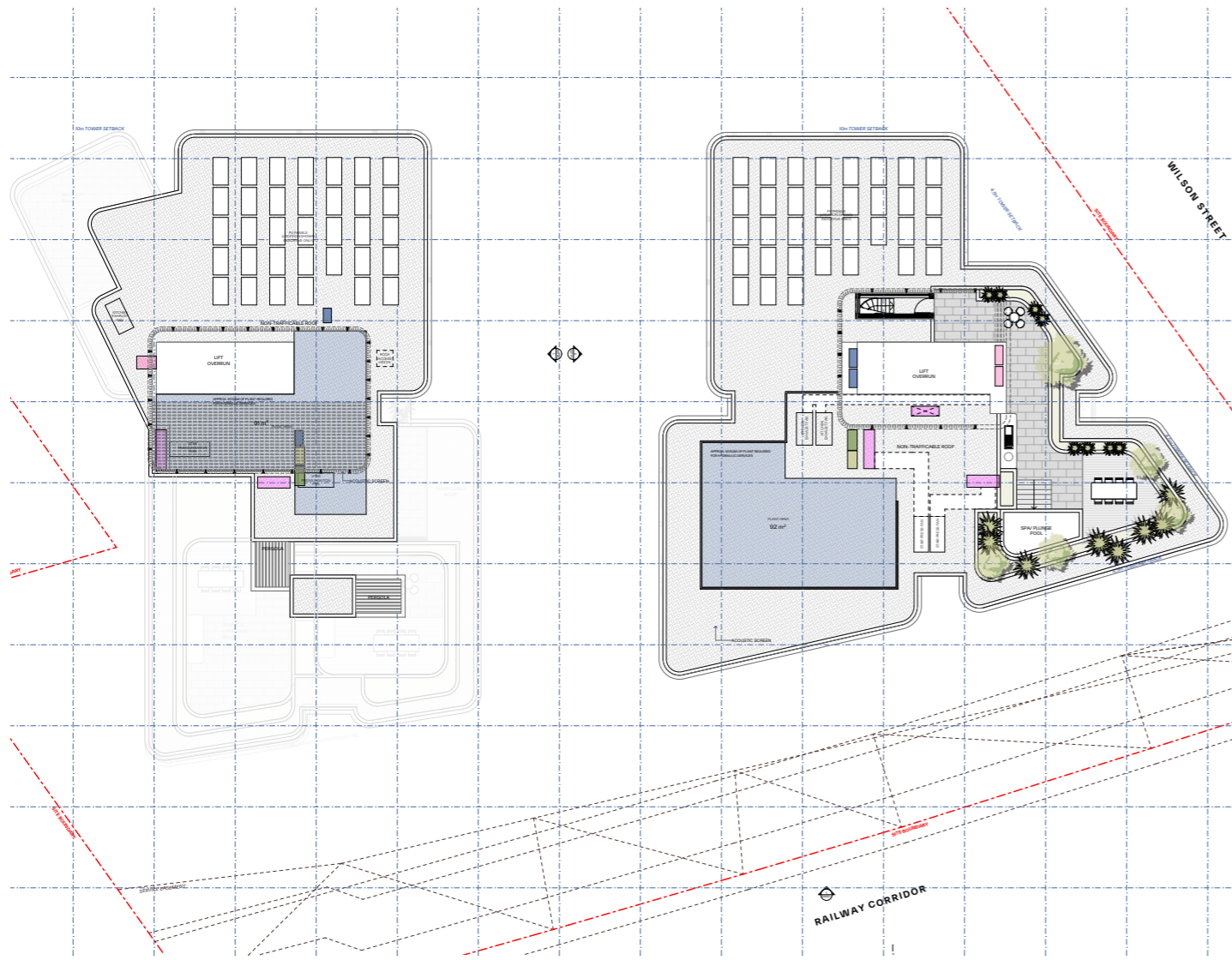




LEVEL 34

LEVEL 35





ROOF PLAN



# 04.4 DEVELOPMENT DATA

BASE SCHEME		LANDSCAPE/ DEEP SOIL REQUIREMENTS					SEPP 2023 CAR PARKING REQUIREMENTS				
Site Area	4,294 m <sup>2</sup>	<b>Soft landscape</b>	20% of site area (DCP requirement)		858.80 m <sup>2</sup>	1,872 m <sup>2</sup>	1 Bed (AFH)	0.4	20	8	Proposed
Max FSR	6:1					43.60%	2 Bed (AFH)	0.5	33	16.5	
Max Total GFA	25,764 m <sup>2</sup>	<b>Deep Soil</b>	7% of site area (ADG requirement)		300.58 m <sup>2</sup>	306.10 m <sup>2</sup>	3 Bed (AFH)	1	20	20	
Min. Commercial GFA	17% of total GFA					7.13%	Studio (Live/Work)	0.5	24	12	
Total Commercial GFA	4,380 m <sup>2</sup>						1 Bed (non-AFH)	0.5	27	13.5	
Total Resi GFA	21,384 m <sup>2</sup>						2 Bed (non-AFH)	1	92	92	
Max. Height	90 m						3 Bed (non-AFH)	1.5	113	169.5	
Willoughby A.H %	4% of Resi GFA						4 Bed (non-AFH)	1.5	3	4.5	
Willoughby A.H. GFA	855 m <sup>2</sup>						<b>Total Residential</b>		<b>336</b>	<b>336</b>	
							Visitor	1 space per 7 dwelling (max)	332	47.4	22
UPLIFT SCHEME		RESIDENTIAL - UNIT MIX					Commercial				
Site Area	4,294 m <sup>2</sup>	Studio (Live/Work) 1 Bed	2 Bed	3 Bed	4 Bed	Total	Max. Rate (per unit)	No. of Units / Area	Max. permissible	Proposed	
Max FSR	N/A	Level 35			2	2	Retail premises	1 space per 70m <sup>2</sup>	1,297 m <sup>2</sup>	18.5	18
Max Total GFA	33,493 m <sup>2</sup>	Level 34		6	1	7	Office and business pr	1 space per 400m <sup>2</sup>	2,146 m <sup>2</sup>	5.4	0
Min. Commercial GFA	4,380 m <sup>2</sup>	Level 33	1	4	5	10	Childcare	1 space per 20m <sup>2</sup>	493 m <sup>2</sup>	24.7	8
Total Commercial GFA	4,380 m <sup>2</sup>	Level 32	1	4	5	10	<b>Total Commercial</b>		<b>48.5</b>	<b>26</b>	
Total Resi GFA	29,113 m <sup>2</sup>	Level 31	1	4	5	10					
Max. Height	117 m	Level 30	1	4	5	10					
Willoughby A.H %	4% of base scheme resi GFA	Level 29	1	4	5	10					
Willoughby A.H. GFA	855 m <sup>2</sup>	Level 28	1	4	5	10					
SEPP Uplift A.H. %	15% of total GFA	Level 27	1	4	5	10					
SEPP Uplift A.H. GFA	5,024 m <sup>2</sup>	Level 26	1	4	5	10					
		Level 25	1	4	5	10					
		Level 24	1	4	5	10					
		Level 23	1	4	5	10					
		Level 22	1	4	5	10					
		Level 21	1	4	5	10					
		Level 20	1	4	5	10					
		Level 19	1	4	5	10					
		Level 18	1	4	5	10					
		Level 17	1	4	5	10					
		Level 16	1	4	5	10					
		Level 15	1	4	5	10					
		Level 14	1	4	5	10					
		Level 13	3	5	3	11					
		Level 12	3	5	3	11					
		Level 11	3	5	3	11					
		Level 10	3	5	3	11					
		Level 9	3	5	3	11					
		Level 8	3	5	3	11					
		Level 7	3	5	3	11					
		Level 6	3	5	3	11					
		Level 5	3	5	3	11					
		Level 4	14			0					
		Level 1	10			0					
		<b>TOTAL</b>	<b>24</b>	<b>47</b>	<b>125</b>	<b>133</b>	<b>3</b>	<b>332</b>			
			7.23%	14.16%	37.65%	40.06%	0.90%	100%			
		<b>Total Development</b>					<b>384</b>				
NON-RESIDENTIAL		OTHER PARKING REQUIREMENTS									
Area							Rate		Required	Proposed	
Showroom/ retail	1,297 m <sup>2</sup>						<b>Bicycle</b>				
Live/work	2,146 m <sup>2</sup>						Residential	1 space per 10 units	332	33.2	125
Childcare	493 m <sup>2</sup>						Residential - visitor	1 space per 10 units	332	33.2	26
							Retail	1 space per 10 cars	26	2.6	5
								1 space per 10 bicycle	5	0.5	1
							<b>Motorcycle</b>				
							Residential	1 space per 20 cars	336	16.8	16
							Residential - visitor	1 space per 10 motorcycle	16	1.6	1
							Retail	1 space per 20 cars	26	1.3	1
								1 space per 10 motorcycle	1	0.1	1

# THANK YOU!



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